THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS CO. LIMITED, LONDON. DODWELL & CO., LIMITED General Managers.

LOILO, PHILIPPINE ISLANDS.

Supplied.

FRIDAY, JUNE 28, 1901. NEW SERIES No. 1865. 出三十月五年七十二精光

五拜禮

號八十月六英洛香

THIRTY DOLLARS PER ANNUM.

Banks.

JOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED "1880.

CAPITAL SUBSCRIBEDYen 24,000,000 Head Office: YOKOHAMA.

Branches and Agencies. . KOBE. TOKIO. LONDON. NAGASAKI. ", NEW YORK. LYONS. SAN TRANCISCO. HOROLULU. BOMBAY: NEWCHWANG.

LONDON BANKERS P.CRRS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGRONG BRANCH :-- INTEREST'ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Taro hodsumi, Manager. Hongkong, 17th April, 1901.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000 Head Office :- SHANGHAL. Branches and Agencies. PEKING. CANTON. PENANG. CHEFOO. -SINGAPORE CHINKIANG.

HANKOW. THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfors Payable at its Branches and Agencies.

CHUNKING.

TIENTSIN.

HONGKONG BRANCH. Advances made on approved securities. Hills discounted. INTEREST ALLOWED ON DEPOSITS.

per Annum, Fixed Deposits for 3 months. Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :- LONDON.

CAPITAL PAID-UP......£800,000 RESERVE LIABILITY OF SHARE-NTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances." On Fixed Deposits for 12 months. 4 per cent.

T. P. COCHRANE, n. Manager. Hongkong, 22nd May, 1901. THE NATIONAL BANK OF CHINA,

Sea LIMPTED, * . HEAD-OFFICE:-HONGKONG.

". Hostrd of Directors :--Chan Kit Share, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq.

Chief Manager, * GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 % Hongkong, 20th December, 1899. TONGKONG AND SHANGHAL BANKING CORPORATION.

RESERVE FUND. Sterling Reserve\$10,000,000 } \$13,000,000

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS: R. SHEWAN, Esq., Chairman. Hon. J. J. BELL-IRVING, Deputy Chairman.

N. A. Siebs, Esq. D. M. Moses, Esq. A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq. Paul Witkowski, Esq. H. Schübart, Esq.

CHIEF MANAGER: Hougkong-Sir THOMAS JACKSON. MANAGER: manglati -- H. M. BEVIS, Esq.

LORDON BANKERS--LONDON AND COUNTY BANKING COMPANY, LIMITED. 'HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annua on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum.

Hongkong, 4th June, 1901. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may beobtained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be; placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai

BANKING CORPORATION, T. JACKSON, Chief Manager. Hongkong, 4th October, 1900.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

\$5.50 P. Cask of 375 lbs. Net ex Factory. \$3.30 P Bag of 250 lbs. SHEWAN, TOMES & CO. General Managers, [19 | Hongkong, 2nd May, 1901. Hongkong, 1st June, 1901:

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

YOKOHAMA! ... Malacent ... E. G. Andrews P.M., 29th June ... Freight or Passage. i (Passing through the Inland Sea). See Special Advertisement).

I Vid Shanghai, Moji and Kobi.

For Futther Particulars, apply to

Hongkong, 28th June, 1901.

H. A. RITCHIE, Superintendent.

HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE; BLACK-SEA, AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS; Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B. -- Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

	(SUBJECT TO ALTERATION	ON.)
	STEAMERS.	SAILING DATES.
	KIAUTSCHOU, Hamburg Amerika LinieTI	HURSDAY, 11th July.
	BAYERNT	HURSDAY, 25th July.
	STUTTGARTTI	HURSDAY, 8th August.
	KONIG ALBERT	HURSDAY, 22nd August.
	PRINZESS IRENET	HURSDAY, 5th September.
٠	PRINZ HEINRICHTI	HURSDAY, 19th September.
	PREUSSENW	EDNESDAY, 2nd October.
	HAMBURG, Hamburg-Amerika LinieW	EDNESDAY, 10th October.
	SACHSENW	EDNESDAY, 30th October
	KIAUTSCHOU, Hamburg-Amerika, Linie	EDNESDAY, 13th November
	2010 1 12000	EDNESDAY, 27th November. EDNESDAY, 11th December.
	STUTTGART	EDNESDAY, I'm December,
	RONIG ALBERT	FINESDAY 8th Innuity, 100
-	PRINZ HEINKICH	PINES DAV 2nd-lunuary-10
	ANTINE PLEATURE OF THE WAR CONTRACTOR OF THE PROPERTY OF THE P	EDNESDAY, 5th February, 19
	PREUSSEN	
	SACHSEN	EDNESDAY, 5th March, 1902.
	3/10//32/4	

O' of the HAMBURG-AMERIKALINGE Castain II, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on TUESDAY, the 9th July, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 [35] and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 27th June, 1901. HONGKO

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

HOTEL CRAIGIEBURN PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

· Hongkong, and July, 1900.

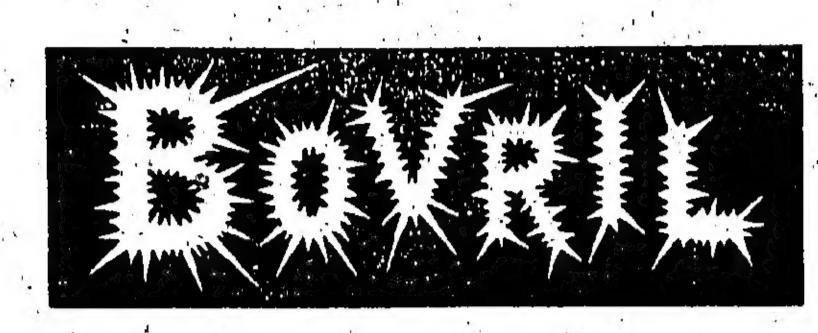
PER CASE OF 4 DOZ. QUARTS

6 DOZ. PINTS SOLE AGENTS:

H. PRICE & Co. 12, QUEEN'S ROAD.

Untimations.

Boyril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY

ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE.

Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT......THOMAS SKINNER.



Telephone No. 75.

Composed entirely of the Pure Juices of Californian Fruits and Pure Crystal Sugar. Mixed with any Aerated

Water they make a most wholesome and refreshing Summer

Beverage. Just the thing for the Climate.

CALDBECK, MACGREGOR & WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

Hongkong, 25th June, 1901.

MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE:-43, SAKAMOTO-CHO, TOKYO, LONDON OFFICE: -34, LIME STREET, E.C.

HONGKONG OFFICE: -- 6, ICE HOUSE STREET. BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newshwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya; Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUL" A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Inpanese Navy, Arsenals and Railway Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers. SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and

SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines. Hongkong, 27th June, 1901.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers)

12th October, 1808.

C. E. WARREN. BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET. CANITARY APPLIANCES SUPPLIED WASTE PIPES, &c., CLEANSED and RE-

PAIRED. Sanitary Board Notices receive protept attention. Agent for MOSAIC TILES. Prices on Application.

THE BRITISH NORTH BORNEO CO.

A PPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,

Hongkong, 20th Jarnary, 1901.

NOTICE.

9, Old China Street,

TENDERS are hereby called for the 1 ... ERECTION of BRICK SHOPS at JESSELTON for the NORTH, BORNEO GOVERN-MENT, Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 13th February, 1901. WATCH MANUFACTURERS.

STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND. SPECIALITIES: LEVER WATCH & CHRONOGRAPHS TRADE MARKS:

MAXIM, BERNA, &c. REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate

No. 10, QUEEN'S ROAD CENTRAL Hongkong, 15th May, 1901.

Entimations.

SANITARY BOARD

WNERS of HOUSES situated in the Western Division of the City of Victoria, who have not had their Premises LIME. WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 30th day of JUNE, 1901, and the Sanitary Board being convinced of the necessity of Cleanliffess.in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date. By Order of the Board,

G.A. WOODCOCK,

Acting Secretary. 1st | une, 1901. NOTE. The Western Division of the City lies to the West of Morr son and East Streets, Line

THE WANCHAT WAREHOUSE AND STORAGE CO., LIMITED.

A N INTERIM DIVIDEND at the RATE of Four per cent (ONE DOLLAR and FIFTY CENTS per Share) for the Six months. ending 30th June, 1901, will be paid on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July,

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th July, both Days inclusive.

MEYER & CO. General Managers. Hongkong, 26th June, 1901.

HONGKONG ELECTRIC COMPANY LIMITED. JOTICE is hereby given that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Offices, No. 4, Queen's Buildings, on SATURDAY, the 6th July, at 12-15 P.M. for the purpose of presenting the

Report of the Directors, together with a state-

ment of Accounts to 30th April, 1901, and

electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant, to the 6th July, both Days inclusive. By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., Hongkong, 19th June, 1901.

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

INCORPORATED 21ST DECEMBER, 1900, WITH A CAPITAL OF £1,000,000, IN SHARES OF £LEACH.

OTIGE is hereby given that the CHAR-IN TERED BANK OF INDIA, AUSTRALIA AND CHINA is authorised by THE CHINESE Engineering and Mining Co., Limited, (herein called the NEW COMPANY) to issue to the Holders of Shares in THE CHINESE ENGINEERING AND MINING COMPANY, (herein called the OLD COMPANY) Provisional Certificates for the Fully Paid Up Shares of Lr each in the Capital of the New Company to which the Shareholders in the Old Company are entitled under an Agreement dated the 30th

JULY, 1900. Shareholders in the Old Company are entitled to receive 25 Fully Paid Up Shares of Li each in the New Company for every Share of 100 Tientsin Taels in the Old Company, and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during Banking hours on or as soon as possible after the 3rd JULY next to enable the New Certificates to be made out.

The Issue of Shares in the New Company will be made in Ceritficates of 5, 10, 25 and 100 Shares of Lt each and Shareholders in the Old Company are requested to intimate on sending in their Old Certificates the denominations required,

In the absence of instructions to the contrary Certificates will be made out for 25 Shares The Bearer of a Share Certificate in the Old

Company will be regarded as the person entitled to the Share represented thereby. Further Information may be obtained from the said Bank or from Messrs. DRUMMOND and WHITE-COOPER, of Shanghai, Legal Advisers to the Company. 22nd june, 1901.

PEAK CLUB.

THE BAND of the SECOND BATTA L LION ROYAL WELSH FUSILIERS will play TO-MORROW, the 29th instant, instead of Saturday, the 22nd instant, as previously notified. OSWALD D. THOMSON,

Hongkong, 19th June, 1901. Auction.

PUBLIC AUCTION

THE Undersigned have received instructions: from the ACTING OFFICIAL RECEIVER to Sell by PUBLIC AUCTION.

UNDER AN ORDER OF THE COURTS TO-MORROW, (SATURDAY), the 29th June, at 2.30 P.M., No. 17, DES VŒUX ROAD, above the Offices

SUNDRY OFFICE FURNITURE. Comprising: TEAKWOOD DESKS, OFFICE CHAIRS. -LETTER BOXES, STATIONERY CASES COUNTERS, One large COPYING PRESS

of the P. & O. S. N. Co.

and Stand, BOOK RACKS, &c., &c. REMINGTON and I HAMMOND'S TYPEWRITERS and One large IRON SAFE.

by PHILLIPS & SONS, LONDON. A quantity of COMMERCIAL CODES.

TERMS :- As Usual. The above are now on view. HUGHES & HOUGH

Government Auctioneurs Hongkong, 25th June, 1901.

To-day's Advertisements.

多 NOTICE

COUND in QUEEN'S ROAD CENTRAL on the 15th of May last, a GOLD BROOCH, Branch and Leaf pattern, set with small Pearls. The Loser may recover the same by applying to the CAPTAIN SUPERINTENDENT OF POLICE Hongkong, 28th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

TURING my TEMPORARY ABSENCE from the Colony, Mr. P. DE CHAMP-MORIN will assume the charge of the above Company's Agency at this Port. G. DE CHAMPEAUN,

Hongkong, 28th June, 1001 HONGKONG WATER POLO

NTRIES for the SHIELD COMPETI TION CLUSE on SUNDAY, the 30th

ASSOCIATION.

A. E. ALVES, Hon. Secretary. Hongkong, 28th June, 1901.

FOR SALE.

THE German Steamer

"MUENCHEN,"

4.536 tons gross, 2,855 tons nett, as she now lies in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition with all her genr, tackle, engines, boilers machinery and appurtenances now on board. For Particulars and Inspecting Order, apply

MELCHERS & CO.,

NORDDEUTSCHER LLOYD. Hongkong, 28th June, igot.

Entimations.

EYE-SIGHT

Mr. N. LAZARUS, -Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:- 9 A.M. to 5 P.M. proportion of catalacts; and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes -- the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those

requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight. ADVICE FREE

> A Company of the said A CONTRACTOR OF THE PARTY OF TH

A. S. WATSON & Co., LIMPED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

WATERS ÆRATED IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best | here, a terrific rebellion appears principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR East.

A perfect System of Filtration is employed guaranteeing Absolute pur-

The Machinery used is of the Latest

A STAFF OF ENGLISH EXPERTS. attends to every detail of the Manu-

facture.

The Waters produced are of the highest class and excellence; as testi fied to by the best English makers.

A. S. WATSON & CO., LIMITED. THE HONGKONG DISPENSARY. Hongkong.

At Fontenoy, Northam Road, Penang, on 18th June, the wife of A. M. DURLER, of a son;

Hongkong Celegraph

HONGKONG, FRIDAY, JUNE 28, 1901.

NOTES AND COMMENTS.

Skyscraper Buildings.

We must congratulate the Hon. F. H. May upon the motion which he brought forward at yesterday's meeting of the Sanitary | growing in violence. Board on the subject of lofty buildings. -The manner in which houses are being run up to three and four and even five storeys all over the Colony is scandalous, particularly when one takes into account the fact that not only are many of these lofty dwellings fronting noon very marrow streets, but that the linese are adding additional storeys to old which, in many instances, are not fit

or later, result in a series of collapses and

probably loss of life. Mr. May's motion to restrict the height of houses to one and a half times the width of the road, exclusive of the footpath, is a very wise one and a step in the right direction. Had we broad streets and lanes houses could, we admit, be run up to a great height without much danger to public health, but our city inst. has been faid out upon very niggardly lines as regards street and lane areas, practically no breathing spaces have been reserved, and the piling of one storey upon another simply means that so many more people consumethe air of which there is at present too little, and the light, the greatest of purifiers and disinfectants is totally excluded from the dwellers on the lower floors.

But Mr. May had of course to put in a word for the much abused Government when it was pointed out to him that he was simply proposing a matter which had before been brought forward by the Board, shelved for two years, and then mutilated so as to be of no possible benefit to those in whose interests it was brought forward. His excuse savoured too, of "anxious consideration" of which we have heard so much of late. According to Mr. May, one would be led to believe that no Governor can look into any common sense measure until he has been here a year or two. He quite forgot to say why, but that we suppose is still a question' that requires further "anxious consideration " before it can be answered.

. But leaving Mr. MAY as the Government apologist alone; we sincerely hope that the present suggestions will be allowed by the Government to become law. At all events, even Mr. May must admit that the Governor has now been here quite long enough to allow of his tackling the subject without impropriety.

Mr. Osborne's Private Hospital.

Our Kowloon readers will be pleased to see that there is a prospect of Mr. OSBORNE'S pet plague hospital being removed from their midst. We were very much surprised at such a proposal being brought forward. and still more surprised at its receiving the sanction of the Board. But the Board. doesn't live in Kowloon and so Kowloon residents may go hang for all it cares: We never hear of proposed plague hospitals at the Peak where the tainans live, and it does seem rather a shame that the poorer Europeans should never be taken into consideration. As for the proposed private hospital, it was solely and simply for the Godown Company's good that it was proposed, and solely and simply for the good o that Company that it was carried.

Looking at the matter in this light, would suggest itself to most people that Mr OSBORNE'S sudden change of front as regards the treatment of Chinese plague cases in their own homes was simply for the good of the Godown Company which he has the honour to represent. At all events it is a significant fact that the change of view of Mr. OSBORNE was coincident with a feeling or unrest amongst the Godown coolles. is straws like this that show which way the

TELEGRAMS. SPECIAL TELECRAM.

Special to-the "Hongkong Telegraph."

NORTH IMMINENT. (FROM OUR OWN CORRESPONDENT.) · Tientsin, June 28th.

11.30 a.m. Directly the troops withdraw from

imminent in the North. Tung is seriously menacing the

country, possessing both money and arms, and increasing his following. His object is to prevent the return

of the Court to Peking. Received 2.10 p.m.

Published 5,30 p.m.

REUTER'S TELECRAMS. ARMY REFORM. DEBATE IN THE HOUSE OF LORDS.

LONDON, June 26th, In the course of a debate on the Army in the House of Lords, Lord Raglan said that if the present recruiting inducements were found to be insufficient, the Government would not hesitate to submit proposals necessary to secure an efficient Army.

> PARLIAMENT. MINISTERIAL LAXITY.

The Ministerialists, relying upon the largeness of their majority, have latterly become very slack in their attendance at the House and as a result some narrow majorities have been recorded. The Whips threaten to issue a black list of absentees.

MR. KRUGER.

Mr. Kruger is visiting Rotterdam. He has met with a great ovation.

ANTI-CLERICAL MOVEMENT IN SPAIN.

The Anti-clerical movement in Spain is

WEATHER REPORT.

The Observatory report says: On the 28th at 12.10 p.m. the barometer has risen slightly on the China coast. Pressure is highest over the Pacific to the S. Japan, lowest over Central China Gradients slight for S. winds on the coast, and in the N. part of the China Seal Forecast :-- Moderate S. winds; the extra-weight and must, sooner - squally, showery, the extra-weight and must, sooner - squally, showery,

LOCAL AND GENERAL.

ITEM.—The dredger Canton River had not been raised up to the time of going to press.

WE remind our readers that, according to advertisement elsewhere, entries for the Water Polo competition close on Sunday the 3oth

THE Sanitary lipard closed a well at No. 14, Des Vœux Road, as the water was proved unfit for potable purposes and liable to prove injurious to licalth.

A NEW steamer, the Nanshan, belonging to the "Shan" line of steamers owned by Messrs Bradley & Co., arrived here yesterday. Her former name was the Robert Harrowing.

THE premises known as Wild Dell, East Point, baving been declared by Dr. Clark not to be fit for human habitation, the premises were declared closed until further notice, by order of the Sanitary Board.

WE shall be obliged if any subscriber on receiving his paper late or irregularly wi write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50 Queen's Road Central. The wrapper wil enable us to check the delivery coolies.

WE hear, says the Pinang Gazette, that the s. s. Catherine Apean, which arrived here or the 16th from Galatta, had no less than 637. sheep, 237 goats, a bulfaloes and a cow washed overboard, all of which were consigned to Penang and intended for this port and the Native States. The Catherine Apear arrived in Hongkong on the 26th inst.

THE Band of the Madras Light Infantry wil play at the Hongkong Hotel th-morrow (Satur day) evening, from 8 p.m. to 9.30 p.m.:--

,	PROGRAMME.
	nSelection, "The Shop Girl"Caryll.
	2. Song, Abide with me " Liddle.
	"a. Waltz "Doctrinen" Stranss.
	4. «Gavotte, Zephyr Eilenberg.
	s: - Selection " bust Tow" Inner.
	6 Morceaux Obligats
	(Cornet solo.)
	"God save the King."

WE are very pleased to see that the watchmen employed by two or three firms in Queen's Road are stopping coolies and others from loitering and gaping in front of shop windows If this were done by a few more shops and offices in the town, the footpath would soon be used for its proper purpose, to walk on, not to meander over and collect in groups, to the inconvenience of people with definite busines's

A REGULATION has been put into force preventing people from boring holes in kerosine tins and thereby extracting oil whilst the tins are lying in boats or lighters on the river. The various amphurs have received orders to see that this is strictly enforced. Nevertheless a Chinaman was seen hard at work, quite re-'cently, says the Siam Observer, perpetrating this swindle right in front of the Harbour Master's Office.

H18 Excellency Major-General Gascoigner M. G., Commanding the troops in China, let the cat our of the bag in his letter laid before the Sanitary Board yesterday afternoon, on the subject of rats using the Parade Ground, We' know now that when little business matters are brought to the notice of our worthy Government officials, they think it better, as time elapses, to let these matters drop. Of course. as time as a rule does clapse (by degrees), it naturally follows that these matters drop. Clear enough; isn't it?

IT is rather rough of the Gymkhana Committee cto be gulling the public as they have been to-day. We met a sandwichman this afternoon calmly parading the town with two big placards | for his money. announcing the fact that "A Gymkhana will be held to-day." By the time we shad chartered a ricksha, paid the fare in advance (for the coolie knew us by sight and wouldn't carry us otherwise) we found that, a little lower down, the placard said Isomething about Saturday. By the time we had got out of the ricksha and found somebody who knew what day of the week it was we had wasted half-an-hour. Then we came back to our sanctum and said unkind things about all Gymkhanas and their Committees from the days of Noah.1.

WE would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach a this coffice before 5 p.m. to-morrow. All articles to be addressed to:-The Editor,

"Hongkong Telegraph,"

50, Queen's Road Central. THE Sanitary Board of Kuala Lumpur has

now to do without market dues which, last year, yielded over \$52,000 says the Straits Times of the 21st inst. In connection with this item i may be noted that the Board made more than one attempt to reduce and regulate the price of foodstuff. A suggestion to abolish market dues, with the object of reducing the cost of provisions, was met by the unanimous disapproval of the non-European members of the Board. These gentlemen were strongly of opinion that such action would only throw the revenue now collected by the Board to the petty traders, and would do nothing to cheapen foodstuffs or the cost of living in Kuala-Lumpur. Towards the end of the year instructions were received from the Government that from the beginning of 1901 all market dues were to be abolished. This question, whether market dues have tended to increase the cost of foodstuffs, is thus now being thoroughly and practically tested-at, however, a very large cost to the Government. It appears, therefore, that an unimportant place like. Kuala Lumpor has more enterprise and less anxious consideration lithun Hongkong given for the winding team -- Communicated . . . their original cost owing it a the cost of the cost of the expense and their

AT the Sanitary Board Meeting held yesterday afternoon Beaconsfield Arcade was declared fit for habitation and accordingly the premises were ordered to be released.

It is really quite distressing to hear that the Sanitary Board don't think Chinese ladies wash.' And some of them married men too Dear, dear, what is the world coming to when ungallant statements like this are made in

WE have been inisitiformed that to-morrow, Saturday, will be kept as a public holiday, in honour of the raising of the Government Dredger. This is absolutely untime. On enquiry we learn that, on further anxious consideration, the date of upheaval is postponed till the anniversary of its jurning turtle.

SPORTING NEWS.

Below we give the full programme of tomorrow's Gymkhana Meeting. It will be seen that the committee have arranged for three racing events pure and simple, and three of those fearful and wonderful performances of ladies and gentlemen that, through the unrebearsed effects, are amusing, if not edifying, to the spectators; passing over the last mentioned items we come to the first serious event of the day. That is the one mile handicap. It is a great pity that Glory and Kismet were not entered for this race, as we should have there been treated to a battle of the giants. As it is the and-Innocent. We/may dispose of Innocent as being out classed, the question remains will olbs, difference in the weights equalise matters between, Lady Mary and Loyalist. We do not think it will, and quite expect the Black facket and Green Sleeves of Mr. A. H. Rennie to-come romping home on "LADY MARY."

In arriving at this opinion we take into consideration that Lady Mary will be in the capable hands of Mr. Master, who with a good mare under him should stall off any rush of

Mr. Cruickshank on Loyalist, The next sporting event is the steeplechase with three entries, and this, like all races of this description, is an open question. Air. P. A. Cox up on Arrogant will assuredly go at anything and if Arrogant only knew enough would win. We do not think much of Treacle's chance, even with Mr. Cruickshank riding. Mr. May on Bengal will come safely through the course. With the fear in our eyes of Arrogant tunning off or refusing we fancy

The most interesting race of the day will be should pocket a good stake. One of the most important factors in a short race is the rider; we append the following:-

Horse. Ozuner. Jockey. Mr. May's Hoodou Owner. Capt. Warren's Kangaroo Capt. Des Voeux. Mr. White's Mr. P. A. Cox. Arrogant' Favourite Rose Mr. Geig. Mr. Gunner's Mr. Davids Loyalist Mr. Cruickshank Each of the above contestants must be

reckoned with. Take the first named Hoodoo, owner up; Mr. May having ridden him in all his gallops must know his every mood and, taking the half mile as he did last Tuesday, he should be close up at the finish; and bear in mind Hoodoo does finish well. Kangaroo, anotedly fast half mile horse, has been to all appearance in the best of health and yet there is a something | shares not then issued could be placed at not wanting and, although bound to be well up, we do not expect him to catch the judge's eye. Arrogant's condition will not, we think, allow

Favourite Rose, ridden by Mr. Geig, is in great fettle and a staunch little horse to beat. If Loyalist is pulled out again for this race he We quite expect to see Hoodoo, Kangarooo, and Favourite, Rose coming up the straight] together and the one first past the post should

" FAVOURITE ROSE." The arrangements will be well carried out by the efficient committee as published, and anyone who wishes to venture in dollar or two on his fancy will be able to have a good run

EVENTS.

ONE MILE HANEICAP; for all Walers. Four to start or no race; entrance, \$3.00; 1st prize presented by the Hon. J. J. Bell-Irving. 2nd prize, \$20.00.

Mr. David's ch. g. Loyalist, 11st 10lb Mr. Rennie's b. m. Lady Mary, 12st 5th . Mr. White's br. g. Innocent, tost 12lb

Ladies' Nomination.—Despatch Race Lentrance, \$1.00; prizes from Gymkhana Fund. A. receives a despatch, runs 100 yards and hands it to B. B. mounts his pony and rides halfway round the Course, dismounts and gets on bicycle on which he rides to a point 100 yards from winning post, hands despatch to lady seated in Ricksha who is dragged A., B. pushing behind; mafoos allowed; competitiors provide their own rickshas.

Capt. The Hon. H. W. Trefusis, A.D.C., and-Mr. Cruickshank and Mr. Lyon. Capt. Des Voeux, R.E., and Mr. Bingay, R.E. STEEPLECHASE. - For all ponies 14.2 and under. Over the Steeplechase Course; Catch Weights over 11 st. 7 lbs. Entrance, \$2.00; .1st Prize presented. 2nd Prize, \$20.00.

Mr. White's b. g. Arrogant. Mr. Cruickshank's wh. g. Treacle. The Hon. F. H. May's b. g. Bengal.

\$20.00.

LADIES' NOMINATION.—Cigar and Umbrella Race; gentleman rides to lady and dismounts; she hands him a cigar and lights it, then hands him an open umbrella; he mounts and finishes round a post and back, cigar

Mr. David's ch. g. Loyalist, 10st 13lb Mr. Gunner's br. g. Favorite Rose, 10st 13lh Capt. Warren's b. g. Kangaroo, rost 13lb The Hon. F. H. May's ch. g. Hoodoo, rost 7th Mr. White's b. g. Arrogant, jost jolb CHAIR RACE; for soldiers and sailors in

costume; four men to a chair; 1st prize, \$20.00; 2nd prize, \$10.00; extra prize of \$5.00 for best turn-out; competitors provide their own chairs. Occupant of chair to scale 9 st. may not be so apparent to you. For instance

BOWLS AT SWATOW.

A very interesting game of bowls was played lakes would allow of machinery, which is of on the evening of 25th at the Swatow Customs | the very best description and practically as Bowling Alley between picked teams from good as new, being written down from met in a convivial gathering, three cheers being | come. The Buildings could not be erected at | clusion that to make a back lane would be

HONGKONG COTTON SPINNING. WEAVING. AND DYEING CO., LIMITED.

Yesterday at 4.15 p.m. took place the fourth ordinary annual meeting of the above Company at the offices of the general managers, Messrs lardine, Matheson & Co. Present Messrs: the Hon. J. J. Bell-Irving in the chair, the Hon. C. P. Chater, C.M.G., A. Haupt, K. McRoss, C. W. Dickson, B. Byramjee, A. Shaw, A Finke, D. Gillies, Ho Fook, Ko Kown Tong, Yven Hop, Ho W. Shang, Hon, Kwai Hin, Ah Hee, Chan Chau Nam and others. The Secretary Mr A. Brooke Smith read the

notice convening the meeting. The Chairman then made the following state-

Gentlemen, -- The report and statement of

accounts covering the period from 16th August last to 31st May have been in your possession for some days and with your permission I propose to treat them as read, The financial position of the Company during that period having become less satisfactory, mainly owing to the heavy charge for interest and the high price of raw cotton without a corresponding increase in the market value of yarn, the General Managers and Consulting Committee decided to close the Mill on 3rd April last and to render to Shareholders a statement of accounts showing the actual state of affairs. As stated in the circular issued to Shareholders the estimated debts with interest thereon due by the Company on the 30th inst, after allowing for the proceeds of yarn, which has all been realized, will amount to \$1,130,000. propose to reserve my further remarks on the present position and future of the Compan until the Extraordinary General Meeting of Shareholders, which will be held immediately after this meeting, but meanwhile if any shareholder desires more detailed information than is stated in the report accounts and circular, I shall be pleased to give it.

The adoption was moved by the chairman seconded by Mr. D. Gillies and carried unani-The retiring committee viz. Messrs, the Hon-

Bell Irving-Hon. C. P. Chater, C.M.G., and Mr. Haupt were re-elected. Mr. Byramjee proposing and Mr. K. McRoss seconding, Mr. W. Hutton Potts was re-elected

After a short interval the extraordinary meeting was proceeded with: The Secretary read

the notice and resolutions. The Chairman then read the following propositions to the shareholders:

Gentlemen, - This Extraordinary General Meeting has been called in order that the General Managers might have an opportunity of again putting before you the position of the Company and of ascertaining from you what you consider would now be the best course to adopt in he half mile, and the man who finds the winner | order to safeguard your own interests. The circular dated the 12th inst. which was posted to each shareholder, would fully acquaint you with the present position of the Company. You are aware that from a variety of causes the cost of building and equipping the Mill very much exceeded the estimate made when the Company was floated, but "it is 'necessary you should understand that although the Capital was fixed at \$1,200,000, it was never contemplated that such a sum would suffice for the purposes mentioned. The idea, which then prevailed, was that the balance required for that and for Working Capital could be raised by debentures, which it, was thought could be issued at a rate of interest below the prospective earning power of the Mill, and that thus there would be a distinct benefit to Shareholders. It was further anticipated that 3,000 below par, as, and, when the money was required, but unfortunately it has never been possible to realizé either of these, expectations and the necessary funds to complete the Mil and to work it were provided by the General

Managers, the amount thus advanced being at one time \$1,656,000. It was not to be expected is bound to be in it at the stand end of the tussle. | that with unskilled operatives we should at the very commencement show profitable results but unforeseen difficulties such as the outbreak of-plague (which was very severe last year in the neighbourhood of the Mill) with its atten dant restrictions, considerably retarded their becoming efficient as many of them eventually were. It is however, as I already stated at the ordinary meeting, to the abnormally high prices ruling for Cotton during the greater period of our running, without a corresponding advance in the price of yarn, due in a measure to the recent troubles in North China, together with interest on the large sum borrowed, that the position in which the Company now finds itself must be chiefly attributed. The General Managers and Consulting Committee recognised that after paying interest upon the heavy debt thus contracted there was no likelihood of being able to give in addition a satisfactory return upon a Capital of \$900,000 out of the profit which in normal times might reasonably be expected, and decided it was unadvisable to continue working under existing conditions. The Mill was accordingly closed on 3rd April last. As mentioned in the circular issued to Shareholders, it is for you to decide what has now to be done. There are, it seems to me only two courses open to you, liquidation, or reconstruction. Unless you force them to it my firm do not wish to put the Company into liquidation, feeling that there is little or no likelihood of the property realizing the sum they have already advanced, and that Shareholders would in that event get nothing. The alternative of reconstruction is, however, only possible, if you are prepared to reduce the face value of the present shares to \$10 fully paid up in exchange for the scrip which you now hold If you are ready to do this, the General Managers are of opinion, from carefully prepared estimates based upon the experience of past working, that under ordinary conditions the advantages of the change will allow of the Mill when in full work yielding a satisfactory return upon the proposed new Capital of alight and umbrella open; no mafoos allowed. \$1,250,000, and holding this view are willing to Prizes presented by Hon. F. H. May, C.M.G. | accept for their remuneration a percentage of HALF MILE RACE; for all ponies 14.2 and the profits made, instead of commission upon under; weight for inches as per scale of 1901 | purchases an ' sales as allowed to them under race meeting. Entrance, \$3.00 1st prize, a the present Articles. Messrs Jardine Mathe-Cup presented by D. Gillies, Esq. and prize, son & Co. who are still holders of the original shares allotted to them, propose to take one half of the additional Capital required, and offer to the public the other moiety, but in the event of that moiety not being subscribed then they are prepared to increase their holding up to the total amount of Company's indebtedness which it is estimated will be approximately \$1,132,000 on 30th June. Apart from the relief from the present debt which would thus be afforded, there are further advantages attaching to the scheme which

after taking the land owned by the Company

measuring 392,000 sq. feet at its estimated

market value the Capital being limited to 12}

in the price of both labour and material Furthermore, as you may possibly be aware, the land belonging to the Company is more than sufficient for our needs, having been acquired with a view to possible extension and the surplus grea measuring over 150,000 sq. feet may be sold when a favourable opportunity occurs, thus reducing the taxation on the property, and providing a proportion of our Working Capital. Such further sum as may be required for Working Capital will be advanced by the General Managers at current rate of interest. These remarks, which I think cover the whole ground, will give you some idea of the economies.possible under the new scheme. It only occurs to me to add that now the yarns are becoming known they command higher prices on this market than those current for the best Indian spinnings. Hefore putting the Resolutions of which you have had notice to the Meeting, I invite your remarks on the situation, and any further information I can give is at your disposal;

No questions being asked or information wanted by the shareholders, the resolutions were adopted, being proposed by the Chairman, seconded by the Hon. C. P. Chater, C.M.G. The Chairman informed the shareholders there would be another extraordinary general meeting in about a formight to ratify the measures, and if so the mill would at once stait again.

This concluded the proceedings.

SANITARY BOARD.

At yesterday's meeting of the Sanitary Board there were present the President (Hon. W. ·Chatham, Acting Director of Public, Works) in the chair, the Vice-President (Hon. F. H. May, C.M.G., Captain Superintendent of Police). Dr. Bell, (Acting Principal Civil Medical Officer), Lieut.-Col. Hughes, R.A.M.C., Mr. A. Brewin (Registrar-General), Mr. E. Osborne, Dr. Clark, (Medical Officer of Health), Mr. Fung Wa Chuen, and Mr. G. A. Woodcock, (Secretary.)

CHAMBER OF COMMERCE AND THE

The following extract from the Chamber's letter to the Government dealing with the plague epidemic in the colony was sent to the Board for report as to what had been done a -- " It is unfortunately true that medical science, has not yet discovered any means of successfully grappling with the plague, but that fact should not stand in the way of measures being taken to arrest its spread, or, of the adoption of such precautions in the handling of the sick, the cleansing of drains and houses, and the inspection of slums, as might tend to curtail the ravages of this scourge within certain limits."

The attention of the Sanitary Board was further drawn to the fact that H. E. the Governor had sanctioned all but one of the suggestions put forward by the M.O. H. in a letter dated 28th January, 1901, for anticipating an outbreak of bubonic plague this year,

The suggestions were house-to-house inspection by European constables, the swearing in of soldiers as special constables to prevent the depositing of dead bodies in the streets at night, the resenaction of the light regulations as contained in Section 31 of Ordinance 13 of 1881 in that portion of the city west of Eastern Street (this was a suggestion disapproved of by H. E ... the Governor), the cleansing of all houses in lanes where dead hodies were found, the offering of a reward of \$5 for information leading to the conviction of any person depositing a dead body in the street, and, lastly, the offering of a reward of \$1 for every living case of plague.

Dr. Clarke's minutes was a follows :-"t. The handling of the si k. There is a staff, consisting of three European officers, eight Portuguese foremen, three Chinese foremen, and 48 coolies, who are available for the removal of patients and the disinfection of premises vacated by them. A launch is also em-

ployed conveying patients from Wanchai to Kennedytown, while police pinnaces are used to tow a boat in which patients from Kowloon. were brought over, until the Kowloon Hospital "2. The cleansing of drains and houses .-The above-named staff is also employed on this

work. The drains of all infected houses are

flushed with disinfectants, and since the 15th

inst, the sewers in the lower level have been flushed with sea-water by means of the fire-3. Inspection of slums.—The ordinary work of the district inspectors has not been interfered. with by the occurrence of the epidemic—that is to say, their number has not been depleted, extra men being engaged for the extra duties. There are now thirteen inspectors engaged on inspection work in the city and two in Kowloon, in addition to one European constable

and seven suppers engaged on special plague visiting duty." On the motion of the President, the minute -was forwarded to the Government in reply to

BATH-HOUSES FOR CHINESE WOMEN. . At a recent meeting of the Sanitary Board resolution was passed requesting the Government to increase the number of coolie bathhouses. H. E. the Covernor, to whom the resolution was submitted, asked for information from the Board as to what additional accomoda-

tion was necessary. Dr. Clark made the following suggestions for the sites of ten proposed bath-houses:—(1) Over foreshore opposite Stone Nullah Lane (2), on Reclamation between Jubilee Street and Tung Man, Lane (3), two in the Taipingshan district (4), one in Water Lane (between East Street and West Street) (5), one in Possession. Street (6,) one in Sutherland Street (7), one opposite 534, Queen's Road West (8), corner of Second Street and Sai Ying Poon Nullah (9), junction of Third Street and Western-Street.

The sites were indicated on a plan of the city. In forwarding the suggestions and plan to Government, the D. P. W. pointed out that, at the same rate as those already erected, the cost of providing the new bath-houses would be about \$4,000 and the daily cost \$85, or \$2,550

In giving his consent to the erection of the new bath-houses, H.E. the Governor asked :--"Is there any accommodation for females?" The reply was in the negative, and His Excellency again minuted :- " Can the Sanitary Board suggest any place where females could be accommodated?

After some discussion it was decided to notifiy the Government that it would be useless to make provision for women, as the Board was of opinion that they would not make use of public bath-houses,

MR. OSBORNE'S MOTION. Mr. Osborne, in withdrawing his motion with

regard to skylights, said that the motion was brought about by the Chinese houses he had seen in the direction of the reclamation between Douglas Wharf and Wing Lok Street. Anyone who had seen these houses must have been struck by the want of ventilation that must occur when the whole of this reclamation, the Customs and Shipping. The Customs was \$1,101,424.82 to \$556,000 or 50 per cent. of its has been built upon. They had no back lanes captained by Mr. Bryant (I.C.C.) and the present bookvalue, and 20 per cent. being and there was no provision for light of air. shipping captained by Mr. McFaggart of China | written off the bookvalue of Buildings, thus | Owners of buildings such as these should be Merchants. The Customs led slightly in the permitting of Saving in Fire Insurance premium asked to erect a class of buildings which first part of the game, but owing to the brilliant which has hitherto been a heavy item of ex- would, while not increasing the cost, prevent display of Captain. McFaggart, the shipping penditure, and also doing away with the neces- the present hotbeds of disease in the future. won a very interesting and close game by two sity of making provision for depreciation of Mr. May, Dr. Clark and he had visited one of points; after the game the teams and friends machinery and buildings for several years to these houses lately, and they came to the conthe only way to proceed would be to erect a l'important colony and to become one of the skylight in the roof. It had since heen sug! biggest trading centres in the British Empire. gested to" him that this proposal had better be It was their duty to see that the colony was not embedied in the recommendation of the sub- hampered in that growth with a millstone tied committee looking into these affairs, and he round its neck in the shape of an insanitary therefore withdrew his motion.

THE HEIGHT OF BUILDINGS. The Hon. F. H. May, pursuant to notice,

"That the Board urge the Government insert in the New Building Ordinance or otherwise chact without undue delay the following provisions: "(1.) No building shall exceed in height

times the width of the street upon which i fronts, as measured from the outer edge of the foot-path on one side to the outer edge of the foot-path on the opposite side. The width of any street which is not provided with a footpath shall be the shortest distance measured between the main walls of the buildings on the opposite sid-s thereof, or the Building line as determined by the Director of Public Works where there is no building opposite.

"(2.) No verandah shall be erected in any street of a less width than fifty feet nor in any street which is not provided with'a fnot-path of the width of to feet on that side of the street on which it is proposed to creet the verandah.

"(3.) No balcony shall be erected in any 'street of a less width than 30 feet nor in any street which is not provided with a foot-path of a width of four feet six inches on that side of the street on which it is proposed the erect the

In proposing the motion Mr. May said that by, a former regulation of the Board in connection with the Insanitary Properties Bill, I which became law in 1899, it was recommended that the height of all buildings to be erected in future should not exceed one and a half times the width of the street on which they fronted. That recommendation's died forth a good deal of opposition from property switch the result that in the Ordinance as finally passed the provision was only made to apply to houses. erected on land purchased or acquired from the Crown subsequent to the passing of the Ordinance. To this concession the Board agreed, and in doing so was very wrong. May had regretted his acquiescence in that congession more than anything he had done for the last eight or ning years. On 1st February the sub-committee of the Board which was appointed to draw up a scheme of sanitary improvements for the City of Victoria repeated the same recommendations, and in support of the proposition to restrict the height of buildlings Mr. May read a few extracts dealing with the density of the population and the increase

of the death-rate: He went on to point out that it had been proved in England that whereas the death-rate of rural England is only 16 per 1,000 the deathrate of urban England is 22 per 1,000. He believed this matter of restricting the height of buildings was under the consideration of the Government, whose attention had been drawn, since the sub-committee submitted its report on 1st February, to the great obstruction caused by verandahs and balconies. As the result of this, he had come to the conclusion-and hoped the Board would agree with him -that to restrict houses to one and a half times the. width of the street, on which they front was not sufficient. He based has arguments on the example afforded by Queen's Road. This was called a fifty-foot street, and under the existing law houses touted be erected on it, to, a height of seventy-six feet. Now the roadway in Queen's Road only measured thirty feet across, ten-feet on each side being taken up by pathways -which were covered over by verandahs. Heasked any man of-common-senseto contemplate the condition of this city when 'a street like Queen's Road, the width of which only measured thirty feet, verandahed on each side as it would be unless measures were taken to stop it. With houses seventy-six feet in height, how much sunlight would ever reach the ground floors, perhaps even ject of sections 1 and 2 of his resolution (which he would like to make one; if the Board will permit him) was that Queen's Road, for the purpose of the first paragraph of section 1. should be regarded as a street of thirty feet, and not as a street of fifty feet. The result of this would be that the houses would be limited to a height of forty-five feet-just about the , height of three-storeyed buildings. He pointed

enough for that street, seeing that, if there

were verandahs on both sides, to make them

A lane which is one inch over fifteen feet in

width could be, said Mr. May, overshadowed

on both sides by houses forty feet in height.

This thing would go on, too, unless some one

steps in and stops it. Since this resolution

was circulated he had, amended sub-sections

3 and 2, the object being to further restrict

verandahs and balconies and to give more.

ventilation and more air to domestic dwellings.

This provision, if it came into force of law.

would undoubedly excite great opposition, and

owners of properties would cry out for compen-

sation. On that point Mr. May said: If a man,

say in Queen's Road had erected already a house

fifty-five feet in height, and you stepped in and

said-" For every house coming down you

shall not erect another in its place of a greater

height than forty-live feet," then in his opinion

such a man would have an equitable claim for

compensation, and be ought to get it. But if a

man had a house not over forty-five feet high.

you simply make a law to say-" When you

erect other houses you shall not exceed forty-

five feet." He could not see that that man,

either in law or equity, had any claim to com-

pensation. He did not want to take from any

man what was legally or justly his, but this

was, he thought a common-sense way of look-

question of limiting the height/of buildings-

limiting them further than, the existing law

demands, was one which must be tackled

sooner or later. They could not always allow

houses to be erected in this colony to the

height to which they could be erected under the

existing law. If they did they were defying one

of the first principles of sanitation. If they

overcrowded the city it could not and would

not be healthy for the inhabitants, and they

must suffer. He ventured to predict that if the

colonists in this colony did not arise to a sense

of the situation and prevent the houses in

Queen's Road and elsewhere from being built

to these ridiculous heights, they would most

seventy-six feet in height, everyone of them.

The colonists would then have to take them

down, and they would find that it was a question

not of days, but of years, and that compensation

would have to be paid for every house in

Queen's Road from one end to the other. He

used the term colonists, and by that meant

every person-living in the colony, whether

official or unofficial. It was one of the watch-

words of wise statesmen not to legislate aheads

of public opinion, and if that was true of

any form of legislation, it was preminently

true of legislation in sanitary, matters, No.

Government was ever willing to enact dras-

tic sanitary legislation unless backed by a

considerable share of public opinion. He

a mealed to all men who would sit down quietly

and look a few years ahead-not one year or

t va years, but fifty, sixty, and a hundred years.

This colony of Hongkong was only a new

colony, but it was going to grow into a work

any higher would be an insanitary thing to do.

the subject, and there was practically nothing streets. Over in Kowloon practically every road was fifty feet in width; some were sixty and some even seventy-five feet in width. Under these circumstances the recommendation of the Board that houses should be restricted to one and half times the width of the street had practically no effect. Under former legislation the height was seventy-six feet, and when it came to building to a height of seventy-five feet, owners of properties might as well be allowed to go an extra foot. The sooner the proposed restrictions were adopted the sooner would real progress be made in the direction of making Victoria a healthier city. Dr. Clark said he thought they were all in favour of the resolution. There was only one point in Mr. May's speech he wished to comment upon, and that was that gentleman's regret that the Board had acceded to the recommendation in the bill of 1899 governing the height of buildings. If he was not mistaken, the Board was practically forced into it. The bill was shelved for eighteen months, and was sent back again and again, finally to appear in the form they were discussing. The Government had asked the Board to prove by statistics that if they reduced the height of buildings they would check disease, but that was a question regarding which it was safe to assume there could be little doubt. Perhaps Mr. May would add something to that effect in his re-This Mr. May declined to do. Dr. Clark went on to say that on behalf of the Government, he went carefully into the sick returns of the Tung Wah Hospital for last-year, and showed to the satisfaction of the Government that the great bulk of sick people come from houses in parrow lanes and a small percentage from houses in wide streets. Mr. Osborne thought that Dr. Clark's remarks were perfectly true. The Sanitary Board, after this bill had been read once in Counci and shelved for about two years, by dint of pegging away at the Government, got the bill at last in a mangled form. It was remarked at the time that it was, better to accept the bill, mangled though it was, than to go on as they were going and allow such buildings to Mr. May said, in regard to the bill being hung up, that there was a change of Governors at the time, and it was hardly to be expected that the new Governor was going to take on a bill like that the first week of his arrival. Further, it was not fair to characterise the bill as mangled; they got what they asked for except in relation to the height of buildings. After a short discussion Mr. May's motion was, put to the meeting and carried unanimously. TORPEDO WORKSHOPS. within the limits of the harbour." out that such houses would be quite high

city built in defiance of all sanitary principles

accepted in other parts of the world.

Correspondence was submitted relative to the_sale_of_a_portion_of_bi-chi-kok_for_the_ correspondence had relation to the following letter, dated and May, from the Commodore's Secretary, to the Colonial Secretary :- " I am desired by the Commiddere to enquire whether authorities to selling to the Admiralty the so far, than they can comfortably manage with, the second floors-of such houses. The ob- ground marked "Plateau" and "Rock Pro- Mr. C. le Bas Rickman, lately Acting Dethere is no objection, what would be the approximate cost? The land is required for the purpose of establishing a torpedo-store and workshop, and a range for testing torpedoes, and as deep water is found comparatively close to the shore off the promontory, it is not considered that a more suitable site can be found

The Director of Public Works was requested to report, and did so to the effect that the area applied for was overlapped by the site of a segregation camp, and it was very probable that if the Admiralty were allowed to acquire a portion of the property they would object to the segregation camp being established in their vicinity. The pathway which formed the main route of communication between Kowloon and Tsim Wan and neighbouring villages crossed the area which the Admiralty desired to acquire. That route must-be preserved in order to construct a good road at some future period, giving access to the villages referred to and to other portions of the New Territory. For these reasons the application would have to be modified, and it would also be desirable to ascertain what area must be reserved for the segregation camp. The President concluded his report by suggesting that the Sanitary Board be consulted.

The suggestion was adopted, and the matter submitted to the Board, with the following minute from H.E. the Governor:-" It appears to me that a segregation camp in this position will involve large expense in necessary arrangements to confine segregated people to the camp."

The following minutes were appended: Mr. Oshorne-" I am under the impression that the whole peninsula was to be reserved for a segregation camp.

Dr. Clark-"The land should not be sold, as ing at it. He was perfectly convinced that this | it is greatly needed by the Colonial Govern-Hon: F. H. May-" I regard the segregation

camp as a very necessary work, not so much for quarantine purposes as to help us to deal with plague in its initial stages." The President moved that in the opinion of Now sing we a song of the Singapore Drain,

portion of this land. Dr. Clark seconded, and the motion was un- (In the driest of weathers and also in rain).

animously carried.

MATSHED HOSPITALS AT KOWLOON. Dr. Clark said:-It will be remembered that het soard at a recent meeting consented to the erection of two matsheds at Kowloon Point by

the Godown Company for the treatment of sick assuredly regret it, for the day was surely com- workmen. A number of petitions have come ing when all these houses would be raised to in protesting against it. The President proposed that the Government be notified that the Board approves of the removal of these hospital matsheds from

Kowloon Point. The proposal was agreed to.

AT THE MAGISTRACY.

OPIUM CASES.

There was a fair business doing in opium cases this morning at the Magistracy, values were fully maintained, fines, on the upward grade. Cheung Im \$100 or 2 months hard labour. He was prepared to do it.

Lo Qi, \$100 or 2 months, settled up on differences. So Man also was able to save the "Knock" and paid \$75. in face of these fines we are of opinion the market in cases will slump.

CROSS-SUMMONS.

Ling. Ah Sung charged Mr. Hill and Mr. Kennedy for assault. These gentlemen summoned Ling with using abusive and insulting language and he denied the assault. Mr. Hil sworn, said that the defendant caught hold of the head of a pony he was about to drive, nearly Mr. Chatham, in seconding Mr. Man's motion, throwing the whole lot over the wall into the nullah; he got down and took him into the office. said that he had made a very able speech on Neither he nor Mr. Kennedy struck the defento add to it. He only wished to make one remark | dant. Mr. Kennedy said, that he had been sick -he had sometimes wondered why the Board and heard the rumpus while lying on the allowed such recommendations to go forward verandah. He did not hit the man. The from it. The latest proposal permitted houses to case against Messrs, Hill and Kennedy was he erected to a height equal to one and a half dismissed. Ling Ah Sung was bound over times the width of the street, and as the Vice- in \$100 to keep the peace. In this case Ling President said, that enabled the houses in appeared tastefully arranged with his right hand Queen's Road to be built to a height of seventy- in a sling; this was where he was struck. five feet. The only benefit that accrued from Mr. Hazeland had inspected the injury more the recent legislation was in the case of narrow. closely, he would have noticed the hand and wrist had been carefully blistered.

THE PLAGUE.

· ·
Chinese1,405 Other Asiatics 46 Europeans25
Chinese 5 Other, Asiatics o Europeans o

Total number of cases reported to date 1,481

Number of deaths reported (Chinese 1,369 June, 1901 (Europeans 9 Number of deaths reported Other Asiatics o

Since noon on Saturday last the cases and deaths are :--

Cases Chinese 56

" European	2
Total	58
Deaths Chinese Other Asiatics Europeans	
Total	59
The plague returns for last week wer Cases. Deaths The returns for 26th June, 1894, wer Total deaths to date New cases in previous 24 hours. Deaths in previous 24 hours. Patients under treatment	155 152 e:— 175 18

Hospital are progressing favourably.

Mrs. Primrose is doing well and is past the critical period.

FOOCHOW NOTES

FOOCHOW, June 22nd.

The fire on Wednesday night between Mr. Melnikoff's house and Ewo garden was not a very serious affair, though there was a good deal of noise in connection with the moving offire engines to the spot.

In accordance with time honoured custom erection of new torpedo-workshops, etc. The about this period of the year the river is full to overflowing and the bridges are impassable. The Race Course and Recreation Ground are under water, as is also much of the low lying land about, but there is no great depth of water there is any objection on the part of the Colonial | and the paddy fields appear to have no more,

montory" on the accompanying plan, and if | puty Commissioner of Eustoms at this port, is voluntarily retiring from the service and going home. No one can gainsay the actions of the 1.G., but it does appear somewhat hard that at. years good service should have met with no recognition when the opportunity presented itself, and that Mr. Rickman should be driven to adopt the only course left open to him, namely, to resign. It is with regret we part with him, and the circumstances under which he is going make his leaving us doubly regrettable. In his official capacity he was always courteous and obliging, and socially he was very much liked and made many friends. He leaves with Mrs. Rickman and his family by the German Mail to-morrow and the good wishes of the community will go with the

> Our new Deputy Commissioner of Customs is Mr. F. W. Maze, and whatever may be passing in our minds about the iniquity of overlooking the merits of long good service as intimated in the above note, this appointment of the I. G.'s will find favour with this community, if it has not already done so.

> We have to congratulate Mr. G. H. Macgregor, Superintendent of the Joint Telegraph Companies here, on his promotion. He leaves for Banjoewangie to morrow and we wish him Bon voyage.

The business passing, in the Tea market has been small this week as compared with last year and previous years at this early period of the season. Prices for Congoulare easier, but the teamen must lower them yet considerably before the normal daily June transactions can be expected to take place.- Echo.

THE SONG OF THE SINGAPORE DRAIN.

(DEDICATED, WITHOUT PERMISSION, TO THE MUNICIPAL COMMISSIONERS OF -SINGAPORE).

the Board it was inadvisable to part with any | And of all the foul gases it oft does contain, Which are wasted towards us again and again. Though the Singapore look are neare to com

It is needless to say they do so in vain : Though the Doctors-wise men who are perfectly sane !-

Have often declared that these drains are a Bringing Typhoid and Typhus and bad germs

in their train, Still the Municipality sneer in disdain, And in forcible language are heard to main-

That it's best those foul ditches should ever That the odours arising by street and by lane Are warranted harmless and good for the brain, And much more do they say in a similar strain, And before very long, they do make it quite

You may say what you like again and again, And waste your wise words for there's nothing And at last you decide you had better refrain:

Free Press and re-dedicated (also without permission) to the Honekong Government, 12:15 p.m. Meeting of the Shareholders of the For Singapore read Hongkong, and for Municipality, Government, -Ed., H.K. 271

THE CHEFOO-WEI-HAI-WEI CABLE.

A Parliamentary paper just issued gives a copy of the 'agreement entered into on April 23rd between His Majesty's Government and the Eastern Extension, Australia, and China Telegraph Company for the provision and working of a submarine cable between Chefoo and Wei-hal-wei, together with a copy of the Treasury minute on the subject. This minute notes the need for telegraphic communication with Wei-hai-wei, which was apparent soon after its occupation, and became still more urgent in view of the events of last year." In the course of the negotiations the Eastern Extension Company intimated that it had been asked by the local Chinese Telegraph Administration to extend its cables to Cheloo and Taku, and that, if this extension were made, communication with Wei-har-wei could be effected by the laying of a comparatively short cable thence to Chefoo. The terms offered by the company were accepted by the Government, which requested the company to lay the new line as rapidly as possible. It was opened for working on Sept. 5th last year. We (New Press) may quote:-The present agreement recites the arrange.

for the construction and laying of the cable within three in oths of the approval of this contract by the House of Commons. It also provides for an annual payment of £4,000 to the company for working the cables on behalf of up till noon of the 27th Other Asiatics 32 | His' Majesty's Government so long as they may so work it, and maintain the connection between it and the Taku-Cheloo-Shanghai cable. His Majesty's Government will pay for | 2nd M. Murray, 3rd P. Maquire, 4th J. Smythe during the past 24 hours | Europeans o any repairs required to the cable. The agreement further stipulates for the employment of Total number of deaths recorded to date 1,413 | British staff at Chefoo and Wei-hai-Wei, and for the transmission of all traffic between these places; Shanghai and Hongkong as far as possible by British staff. His Majesty's Government undertakes to protect the company during the working of the cables, and to use its best endeavours to secure from the Chinese Administration, the due fulfilment of its ergagements with the company so far as they relate to the Taku-Chefoo-Shanghai cable, or to matters arising out of this agreement.

ment explained above, and provides for the

payment to the company of the sum of £16,000

NOTANDA CALENDAR.

Meteorological means based on fifteen years observations to 1808. Barometer29.763 Thermometer80.7 Humidity83.0 Rainfall 16.496 TO-DAY. WEATHER REPORT. On date at On date at Barometer..... 29.82 Temperature 85 Rainfall 0.10 TO-DAY:

Friday, 28th June, 1901. Chinese-13th of 5th moon of 27th year of Kwang-sii. Sun-Rises 5hr. 19min. Seis 6hr. 47min. High water-Morning 6hr. 15min. Afternoon 7hr. 57min. Low water-Afternoon Ihr. 24min. Afternoon Ishr 57min. ANNIVERSARIES.

1838-Coronation of Her Late Majesty Queen 1840-Blockade of the Canton River com-1855-Death of Lord Raglan, Commander-in-Chief in the Crimea. 1874—Loss of the s.s. Lap Tek.

1892-Loss of the s.s. Haiphong near Yoko-1898-Third expedition to Manila left Frisco. -Earthquake in Italy. 1899-Fight between guard-boat and likin

station near Wuchow. TO-MORROW. Saturday, 29th June, 1901. Chinese-1sth of 5th moon of 27th year of Kayang-su. Sun-Rises 5hr. 20min. Sets 6hr. 47min. High water-Morning 6hr. 46min. LAfternoon Shr. 52min. Low water-Morning ohr. omin. Afternoon 2hr. 3min.

ANNIVERSARIES. 1688-Acquital of the seven Bishops. 1878-The Foreign Ministers admitted to an audience with the Emperor. 1887-British sovereignty over Zululand pro-

1893-Indian Mints closed to the coinage of 1896-Fire on the British barque Glen Caladh in Hongkong Harbour; cargo badly

1898-Blockade of whole S. coast of Cuba and of San Juan, Porto Rico, proclaimed. -General Merritt sailed from San-Francisco for Manila.

1809-Cosompolitan Dock af Shanghai opened,

AGENDA.

TO-DAY. Cargo ex Sunda subject to-rent.

(About)-P. & O. Co.'s steamer Japan leaves 2.30 p.m .-- Public Auction by Messrs., Hughes and Hough at No. 17 Des Vœux Rd. Gymkana at the Happy Valley. Noon-C. M. 'Co.'s steamer Diamante leaves

Carco ex Flinshire subject to rent.

for Manila.

SUNDAY, 30th. The O. S. K. Co.'s steamer Daigi Maru leaves for Coast Ports. Daylight-Douglas Co.'s steamer Thales leaves for Coast Ports.

MONDAY, 1st July. Cargo ex Healhburn subject to rent.

WEDNESDAY, 3rd. H. K. V. Co.'s Promenade Concert at the Volunteer Parade Ground. 3 pin D. S. S. & Co.'s steamer Catherine Apear leaves for Indian Ports. Cargo ex Silesia subject to rent. Cargo ex Malacca subject to rent.

THURSDAY, 4th. Noon-T. K. Y. Co.'s steamer America: Maru leaves for San Francisco, via Shanghai, etc.

SATURDAY, 6th. [Cut (without permission) from the Singapore Noon-P. & O. Co.'s steamer Chusan with mails etc. leaves for Europe. Hongkong Electric Company Ld., a

SHIPPING GAZETTE:

In future the Telegraph shipping form supplied to Captains of vessels will contain heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:

June 22nd. Mr. Rattenbury, now in Hongkong, takes command of the Diamante, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer Esmeralda, promoted 1st officer, of that ship. Mr. Johnstone, sails as 2nd officer of the Esmeralda.

Mr. Gibson, chief officer of the Haitan, has been transferred to the Hailsong in the same

Mr. Fraser ex 3rd mate of the Diamante is promoted and mate. Capt. Ramsay of the Diamante is going home on leave.

Mr. J. Evans has gone chief officer of the

Mr. A. B. Short is acting chief officer of the Mr. C. Walker, late 3rd officer of the Hailoong, is promoted and officer of the Haitan. Mr. Atwood, recently on sick leave, has gone

and officer of the Uniloong. Mr. Pairfield, has been appointed supernumary and officer of the Haitan.

The officers of the s.s. Tsinan are, Captain O. Anderson, chief officers C. Webb, 2nd A Burn, 3rd & Carle, chief engineer J. Runcic, chief steward I. Wilson.

June 26th.

SHIPPING AND MAIL NEWS.

MAILS DUE. French (Annam) and prox. American (City of Peking) 4th prox. Canadian (Empress of Japan) 9th prox. American (Guelle) 12th prox. American (Hougkong Maru) 20th prox.

The M. M. Co.'s steamer Annam with the next French Mail, will leave Saigon to-morrow, Saturday, at 4 a.m.; for this port.

HONGKONG AND WHAMEON DOCK RETURNS. Arethusa Union St. Enoch Sussex Iris...... Hailan Colonies Munchen Simongan Marechal de Villars. ..

PASSED THE CANAL Outward-17th May-Rhein, Crusader, Imogene. 24th May-Min, Ranshan, Shirley. 28th May-Silesia, (German) Agamemnan, Pioneer. 31st May-Benalder. 4th June-Malacca, Glamorganshire, Acilia, Deucalion, Klek. 7th June-Annam, Kawachi-Maru, Ballaarat, Arara, Jupiter. itth June -Kaisow, Kongsberg, St. Irene, Erzherzog, Franz, Ferdinand, Erica, Glenlagan, Glenroy. 14th June-Bamberg, Patroclus, Ernest Simons. 18th June-Antenor, Indus, Awa Maru. 21st June-Bingo Maru, Edderton. 25th June-Mogul, Neckar.

Homeward-14th June-Pyrrhus, 18th June -Stuttgart, Banca, Dresden, Batuvia, Meridian, Oceano, Sithonia. 25th June-Canton,

Arrivals at Home-11th June-Agamem. non, Hakata Maru, Serdia. 21st June-Indus, Prins Heinrich. 25th June-Ascania, Ama Maru, Konigsberg, Marburg.

NANSHAN, British steamer, 1,299, Allan Jones 27th June,-Newport, Mon. 10th May, Coal.—Bradley & Co.

LOKSANG, British steamer, 979, G. Leask, 28t June,-Wuhu and Chinkiang 22nd June, Rice and Bean Cake. -- Jardine, Matheson BENALDER, British steamer, 1,958, C. Mc Intosh, 28th June, - London via Singapore

22nd June, General .- Gibb, Livingston & LOYAL, German steamer, 1,237, Weidlich, 28th June,-Bangkok 20th June, Rice.-Sander

Wieler & Co. WING SANG, British steamer, 1,517, T. F. Sellar, 28th June,-Canton 27th June General.-Jardine, Matheson & Co. OBI, British steamer, 1,951, R. Pinkham, 28th

June,-Kutchinotzu 22nd June, Coal.-Mitsui Bussan Kaisha. MAIDZURU MARU, Jap. str., 677, K. Sudzuki, 28th June,-Anping via Amoy and Swatow

27th June, General.-Mitsui Bussan Kai-THALES, British steamer, 836, A. J. Robson,

28th June,-Foochow via Amoy and Swatow 27th June, General.-Douglas, Lapraik & Co. FEICHING, British steamer, 980, J. Gordon

28 h June,-Shanghai 24th June, Beans.-C. M. S. N. Co.

Clearances at the Harbour Office. Kongnam, British str., for Canton. Sungkiang, British str., for Manila. Airlie, British str., for Port Darwin. Whampoa, British str., for Shanghai. Kachidate Maru, Jap. str., for Kutchinotzu. Hongkong, French str., for Haiphong, Duke of Fife, British str., for Moji. Silesia, German-str., for Yokohama. La Rhone, French str., for Canton: Rosetta Maru, Japanese str., for Manila. Peleus, British'str., for Shanghai. Wingsang, British str., for Swatow. Anping, British str., for Shanghai. Sentilli, French str., for Canton. Aristea, Austrian str., for Moji.

June 28, Hilachi Maru, Jap. str., for Singapore. June 28, Chunsang, British str., for Bangkok. June 28, Hongkong, French str., for Haiphong. June 28, Taishun, American str., for Canton, June 28, Sungkiang, British str., for Manila. June 28, Airlie, British str., for Australia. June 28, Anding, British str., for Shanghai. June 28, Rosetta Maru, Jap. str., for Australia. June 28, Toonail, American str., for Haiphong. June 28, Duk: of File. British str., for Tacoma. June 28, Peleus, British str., for Shanghai.

Irogartures. ...

. Passongers -Arrived Per Layal, from Bangkok-35 Chinese. Par Thules, from Coast Forts-Lieut, Moller, Mr. Watts, Mrs. Hamilton, and 75 Chinese.

SHIPPING REPORTS.

Captain A. Jones, of the steamship Nunsian. from Newport, Mon., reports :- Weather fine generally.

from Kutchinotzu reports; -- Strong S.W. winds | J.Adr. 10

and dirty weather throughout, heavy gale from S.W. in Formosa Channel.

Captain G. Leask, of the steamship Loksan, from Wuhu and Chinkiang, reports - Woosung to Chapel Island moderate to strong monsoon and cloudy weather, bad weather off the Brothers, with moderate mounsoon and sea.

Capt. J. Gordon, of the steamship Feiching, from Shanghai, reports :- Left Shanghai on the 24th inst., had moderate to variable winds to Matson, fresh breeze and squally through Hai Tan Straits, passed Ockseu at 3 p.m. on the 26th, after which wind rapidly increased to force 9 from S.S.W. with high sea, at 1030 p.m. flat calm lasting forty minutes, then wind from North moderating towards morning and backing to W. and S.W.

Capt. A. Robson, of the steamship Thales, from Swatow, Amoy and Foochow, reports :- Light winds and fine weather to Amoy. Amoy to Swatow on the 26th inst., 6 to 10 p.m., strong. S.S.W. winds and high sea (Bar. 29.50) fearful squalls of wind and rain. To Hongkong light winds, moderate sea, fine and clear. German steamer Elsie with 5 steam-launches at anchor in Namoa Straits at 9 a.m. on the 27th, wished to be reported all well on board.

STEAMERS EXPECTED.

. Names.	From.	7.4.
Annam	Saigon	July 2nd July 3rd
City of Peking Empress of Japan Gaelic	Vancouver	July 4th
Hiroshima Maru Hongkong Maru	Bombay	July 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respects fully urgo the managers of shipping firms to give orders to their clerks to furnish this office, on the forms hiready supplied gratic with the latest amilable information every day.

PROJECTED SAILINGS.

	Shipe	Destination.	Dote
	1. bester - a a principal	The same of the sa	Aug all
-	Acilia	Havre, &c.	Aug. oth
	Alcinous	London	July 2370.
	America Maru	San Francisco, &c.	լյաց 4տ
	Anping Maru	Foochow	july 3rd
	Arara	New York	Aug. 1st
	Bayern	Straits, &c	July 25th
	Bengal	Shanghai Kobe & Yokohama	Tule vest
	Catherine Appen	Singapore Sig	Ifuly and
	Catherine Apcar.	Singapore, &c	Aug Sth
	Chinking	San Francisco, &c.	lune noth
	Church	Hoilo, &c Europe, &c	Tule 6th
	City of Unking	San Francisco, &c.	fully toth
	Contin	San Francisco, &c.	Sent Toll
	Doing Mary	Tameni	Tune soth
	Daigr mare one	Tamsui Manila	line 30th
•	Doric	San Francisco, &c	Aug. teth
	Fun China	Vancouver, &c	Aug. 7th
	Emp. India		Aug. 48th
	Emp. Japan		July 17th
	Garlie	San Francisco, &c	July 23rd
	Claucus	Liverpool	luly 15th
•	Glenesk	London	July 11th
	Glenovie	Victoria, B.C	luly 26th
ĺ	Hamburg	Straits, &c	.lOct: 16th
7	Hiroshima Maru	Moji &c	July 16th
	Hongkong Mare	San Francisco, &c	July 30th
	Hudson	New York	Aug. 1st
	Idzumi Maru	Victoria, B.C.	fuly 8th
,	Indrani	New York	July 10th
١,	Iapan	London	June 29th
	Kaisow	"Victoria, B.C	. Qk. desp.
•	Kawachi Maru	.Kobe & Yokoham	ajuly 5th
•	Kiautschou	Straits, &c	. July 11th
5	König Albert	, Straits, &c	.Aug.23nd
	Kweiyang	Tientsin	July 10th
	Lowther Castle	New York	. July 2nd
	Majdzuru Maru	Swatow, &c	June 29th
٠.	Malacca	Shanghai, &c	. June 29th
	Nippon Maru	San Francisco, &	Aug 24th
		Victoria, B.C	lury toth
,	Pelcus	London	Aug. om
٠,	Peru	San Francisco, &	Aug. 31st
	Preussen	Straits, &c	Continut
b		Straits, &c	Sept. 19th
,	Prinzess Trene	Straits, &c	Libert Sta
n	Prometneus	LondonVictoria, B.C.	Tion Sea
	Queen Adelaide	Straits, &c.	Oct 20th
: :	Sacasen	Havre, &c.	Indu toth
ŝ	Sambia	Yokohama & Koh	eliune zoih
•	Gustonet	Straits, &c.	Aug 8th
h	Towar .	Port Darwin, &c.	Inly Tath
	Taiman	Sydney, &c.	uly 6th
r,	Tholes	Sydney, &c Swatow, &c	June soth
Ŧ.	Teinan	Yokohama, &c	ulv and
e,	and the contract of the contra	Haiphong	June 28th
-	Wakasa Marus	Marseilles, &c	July 12th
ŀ	Weesing	Shanghai	July 6th
_	Wuerzhurt	Havre, &c.	July 26th

NATURE AT HER BEST

We love Nature ! . Our regard for her, with her sweet and varying moods, is undying, and our love such that it is beyond the art of man to queach. The promise of Spring is one great message of Hope. The fragment breath of Summer whispers " Paradise"; the mellow touch of Autuinn's hand ripens recollection and crisp, biting Winter brings merry, ringing langleter and rosy cheeks. But of all. Summer is most dear.

It was in Summer that Tennyson found Rose, the mardener's daughter, "standing in a porch of roses." "Who had not heard of Hore, the gardener's daughter !" asks the poct.

Why did he not also find a gardener's wife, of rosy cheeks, whose buxom figure might tread with us down the ages as a picture of what a gardener's wife might be-not a woman" languid and weary," whose plaintive ery is that "every little duty is a trouble, and takes all the joy out of life." Such women there are, even "gardener's wives,"

like, let us say, Mrs. Martha Herriott, whose very words we have written above. Who continues thus : "Morning, noon, and night, my head was racked with min ; often for days together I, scarcely got a moment's freedom from it. Sometimes when the attacks were very severe, my loft eyeball became quite shrunkert and small, and my head would swell right across the top. The pain 1 suffered then was intense; I cannot properly describe it, but shall never forget it so long as I live. I consulted the doctor and tried all kinds of medicine recommended by my friends, but, until I commenced taking Mother

Seigel's Syrup, got no real benefit from anything.".

A imppy illustration is given us now of Nature. quickly changing from decay to health, "for," continnes Mrs. Herriott, whose address is 24. John Street, London Blond, Blieffield, "after taking it a short time, I felt much better, and the improvement continued until I was free from pain. Mother Beigel's Syrup completely cured me.

"When I am tried and worn out, after a hard day's work, nothing so soon revives me as Seigel's Syrup. It seems to strengthen every part of the body, and is, indeed, a splendid tonic.

That was in the summer of 1900. And now Nature s herself again ! Life is gladness indeed. We love Nature us she is portrayed in the fields and flowers, but we ourselves, who are part of Nature. must be in perfect health to be in harmony with the countless beauties around us.

The keynote of contentment is good digestion, and Seigel's Syrup myakens into life, by its putritive and medicinal properties, those dormant algestive organs Captain R. Pinkham, of the steamship Obi. He or shorten then my, " Asture is at her cost."

KAISHA.

(THE JAPAH MAIL STEAMSHIP COMPANY).



PROJECTED	SAULINGS PROM	HONGKONG,S	OBJECT	TO.	ALTER.	ATION

			- 0
	KAWACHI MARU	FRIDAY, 5th July, Daylight.	í
	M. J. Curnow {VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, 4 P.M.	5
٠	WAKASA MARU	FRIDAY; 12th July, Daylight.	
	T. Murai	Tuesday, 16th July, Noon,	\$1 1
	Bingo Maru	FRIDAY, 19th July, Daylight.	a

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

> A. S. MIHARA. Manager.

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. AMERICA Maru (via -Shanghai, Nagasaki,

Thursday, 4th July, Kobe, Inland Sea, at Noon. Yokohama & Hono-HONGKONG MARU

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) NIPPON MARU (Via

Shanghai, Nagasaki, Saturday, 24th Aug. Kobe, Inland Sea, at Noon. Yokohama & Hono-

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United of the first class ATLANTIC MAIL LINES. States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. LULU, and Passengers are allowed to break trains daily from TACOMA. DINING CAR is their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the FIELDS. Frequent Sailings from VICTORIA, SOUTHERN PACIFIC, CENTRAL PACIFIC, TACOMA to DYEA and ST. MICHAEL Union Pacific, Denver and Rio GRANDE, and NORTHERN PACIFIC RAILWAYS; also the tion. CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND. For further Information as to Passage or CITIES in the United States have between Freight, apply to San Francisco and Chicago, the option of the SOUTHERN—PACIFIC,—GENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had

on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco; to Atlantic and Inland Cities. of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports: in Mexico, Central and South America, by the Company's and connecting Steamers. rreight will be received on board until 4

P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. (Through Bills of Lading issued for BATAVIA, same day; all Parcel Packages should be marked to address in full; value of same is

Consular Invoices to accompany Cargo des- 1 tined to points beyond San Francisco in the United States should be sent to the Company's Captain C. is. Daniel, carrying His Majesty's Office in Sealed Envelopes, addressed to the Mails, will be despatched from this for Collector of Customs at San Francisco.

Freight, apply to the Agency of the Company, above Ports. Queen's Building.

GEORGE ECKLEY Acting Agent. Honokono 11th June 1991

PORTLAND AND ASIATIC STEAMSHIP

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "Knight Companion,". between .

HONGKONG and PORTLAND (OR.,) Calling at Shanghai, Nagasaki, Moji, Kone, and YOKOHAMA! THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR4) on or about the 6th July, 1901. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through Rates of Freight and further

Information communicate with or apply to ALLAN CAMERON General Agent, SHEWAN, TOMES & CO.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM LIONGKONG.

KOBE AND YOKOHAMA.

SHANGHAI, INLAND SEA OF JAPAN,

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

•	A STATE OF THE PARTY OF THE PAR		00.
Tuesday, 30th Ju	Steamers.	Captains.	Proposed Sallings.
Saturday, 24th Au at Noon.	Queen Adelaide Olympia E., Glenogie	2,832 F. McNair 2,837 J. Truebridge 3,750 W. Frakes	fuly 8 fuly 16 fuly 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental attached to trans-continental trains day and night; TACOMA to NEW YORK in 43 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG . TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD Rates or Passage to other Points on applica-

Special rates allowed to members of Government Services.

DODWELL & Co., LIMITED,

General Agents. Hongkong, 26th June, 1901



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR . STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

PERSIAN GULF, CONTINENTAL and AMERICAN PORTS). THE Steamship

BOMBAY, on SATURDAY, the 6th July,

For further information as to Passage and at Noon, taking Passengers and Cargo for the through which the Railway passes. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London; other: Cargo for London, &c., will be conveyed via Bombay with Transhipment. Parcels will be received at this Office until 4.

P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading."

For further Particulars, apply to H. A. RITCHIE, Superintendent, Hongkong, 22nd June, 1901

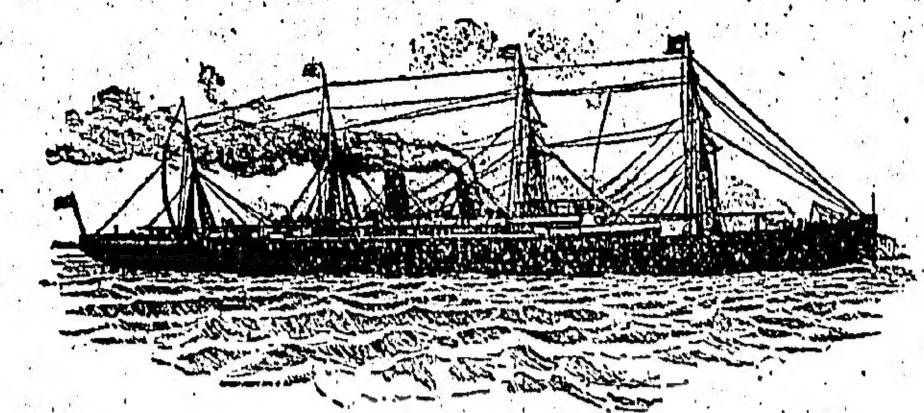
RECULAR STEAMSHIP SERVICE

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PROPOSED SAILINGS FROM HONGKONG. LOWTHER CASTLE "* ...about 2nd July HUDSONabout 1st Aug.

* Calling at MANILA. For Freight and further Information, apply-

DODWELL & Co. LIMITED (21st June, 1001. [655cu-ellongleong, ellin June, 1001. Line 1001. [Hongkong, 11th June 1001. Mails.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN; THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED 64	14 I MCCC 15 DONE 11 CONTRACTOR
"CITY OF PEKING"	SATURDAY, 13th July at Noons
URBINI	TUESDAY, 22rd Inly, at Noon
"CHINA"	TUESDAY: 6th Angust at Noon
"PERU"	POSED SAILINGS FROM HONGKONG. SATURDAY, 13ti, July, at Noon. TUESDAY, 23rd July, at Noon. TUESDAY, 6th August, at Noon. THURSDAY, 15th August, at Noon. SATURDAY, 31st August, at Noon. TUESDAY, toth September, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon
	"CITY OF PEKING," will be despatched for SA

FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland. Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tarifi rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are

confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve

months. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

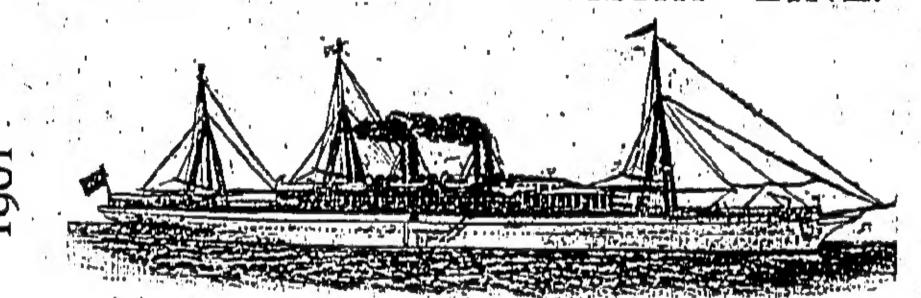
Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEORGE ECKLEY, Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

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EMPRESS OF JAPAN ... Comdr. H. Pybus, R.N.R...... WEDNESDAY, 17th July. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 7th August. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND. SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

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SAMBIA	
WUERZBURG HAVRE and HAMBURG (Calling at SINGAPORE and PENANG). 26th July.	Freight
ACILIA	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, No. 1. Queen's Buildings

Pedder's Street.

Shipping—Steamers.

CHINA NAVIGATION COMPANY

FOR	STEAMERS. TO SAIL.	Ťq.
ILOILO and CERU	TSINAN 2nd July.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRIS. BANE, SYDNEY and MELBOURNE	"TAIWAN" On or about 14th July	y. y.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 28th June, 1901. OCEAN STEAMSHIP COMPANY

'DEUCALION' 30th June:

-	. 11	"TANTALUS" 29th July 7th August.	
HOWEWARDS.			
	LONDON	PROMETHEUS" To SA	AI
ŀ	91	"ALCINOUS" 23rd July	
١	***************************************	"PELEUS" 6th August.	٠.
١	LIVERPOOL (DIRECT))	" GLAUCUS" Isth Info	

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, 28th June, 1901. THE OSAKA SHOSEN KAISHA,

(Taking Cargo at LONDON RATES).

LIMITED. FOR ANPING VIA SWATOW AND AMOY, THE Company's Steamship

"MAIZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, TO-MORROW, the 29th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents. Hongkong, 26th June, 1901. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FGR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

Captain Robson, will be despatched for the above Ports, on SUNDAY, the 30th instant at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers.

'Hongkong, 27th June, 1901." THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship. "DAIGI MARU," Captain K. Sobajima, will be despatched for the

above Ports, on SUNDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 24th June, 1901.

THE OSAKA SHOSEN KAISHA LIMITED. FOR FOOCHOW VIA SWATOW AND

HE Company's Steamship "ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, per Procuration. Agents. Hongkong, 19th June, 1901.

THE CHINA MUTUAL STEAM NAVIGA TION COMPANY, LIMITED.

- TRANS-PACIFIC SERVICE VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection.

with the GREAT NORTHERN RAILWAY CO.'S THE Steamship

"KAISOW," Tons 3,920. Commander G. A. Rodway. is due here on 6th July, and will have quick For Rates of Freight and further Particulars,

JARDINE, MATHESON & Co., Consular Invoices must accompany all Overland Shipments. Hongkong, 27th June, 1901. UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship "INDRANI,"

will be despatched as above on or about the 10th July. JARDINE, MATHESON & Co.,

Hongkong, 14th June, 1901. "GLEN" LINE OF STEAMERS. FOR LOND ON & ANTWERP.

THE Company's Steamship

"GLENESK," Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 1th July. For Freight or Passage, apply to MCGREGOR BROS. & COW

Agents. Hongkong, 18th June, 1901. SHEWAN, TOMES & CO.'S "NEW YORK" LINE:

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co.,

Agents, O. S. S. Co.

FOR YOKOHAMA AND KOBE. THE H.A.L. Steamship "SILESIA," Captain Bahle, will be despatched for the above Ports, TO-MORROW, the 29th instant, at Davlight.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor. For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 28th June, 1901.

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship "DIAMANTE," Captain J. Rattenbury, will be despatched as above TO-MORROW, the 29th instant, at Noon. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric

Light and is supplied with a Refrigerating [675c | Chamber. A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co.

General Managers. Hongkong, 28th June, 1901. FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain J. G. Olifent, will be despatched for the [226c above Ports, on WEDNESDAY, the 3rd July,

For Freight or Passage, apply to DAVID SASSOON, SONS & Co. Hongkong, 27th June, 1001.

Potice of Firm.

NOTICE; XIE have This Day authorized Mr. VV WILHELM NAGEL to SIGN our FIRM LEOPOLD SPATZ & CO.

Hongkong, 17th June, 1901.

Unsurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above. L Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1895.

To be Net.

TO LET. HOUSE in RIPON TERRACE.

HOUSES at LEIGHTON HIEL. "FAIRVIEW."-Kowloon. THE HONGKONG LAND INVEST-MENT & AGENCY CO, LD.

> TO LET. Possession April 1st. STEWART TERRACE.

Hongkong, 26th June, root.

Hongkong, 6th March, 1901.

FOR SALE, CHEAP. COTTAGE PIANO by BORD, of PARIS,

Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901 NOW READY.

SPECIAL DESCRIPTIVE STATISTICAL EDITION

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The Special Edition will be mailed to any address on receipt of 58 sents to cover cost and Postage.

EUROPEAN ROYALTIES ON THE RAIL.

West and South in a handsomely appointed imperial engle in black. Yellow blinds, closely train, specially fitted for the trip, has excited drawn, hide the interior from inquisitive some discussion among railroad men regard- glances, and when the crimson cloth covered ing private trains. Some of the crowned heads | steps are brought out, the platform is closed to of Europe own not only private trains but private locomotives, and even a private railway. In Germany when royalty travels, schedules, has been heard of.

has its royal train, and King Edward VII has express train for fifty five minutes after starting the legal light to travel anywhere at will free time. Hundreds of passengers were fretting of cost. The royal' train proper, and the one and fuming, as they had to make other railroad most generally used by the late Queen Victoria, was built at Swindon works. Her Majesty | the delay. Finally n'"saloon" car was coupled first travelled in it from Windsor to London on the occasion of the Jubilce in 1897. This train is composed of six carriages, the total length of which is 460 feet, and it is put together with the royal saloon in the centre, two saloon carriages, one at each end of the royal carriage, lot of officials escorted half a dozen "personone first-class carriage and two brake vans, ages" from one train to the other. one at each end of the train.

saloon compartment, in the centre, has a domed ments and lavatories for the suite. The carriage is finished in satinwood, with panels of sycamore; the domed roof is decorated with that belonging to the Emperor Francis Joseph metal fittings are silver plated, and under the carpets in the royal compartment and vestibule is a layer of cork. The steel under- is perfect in every respect. It is lighted by frame is cased with mahogany and on each corner is a carved lion's head, with crown.

At one end of each carriage is a compartment for the railroad officials. These carriages are finshed with walnut framing and sycamore panels, and the metal fittings are gold lacquered. | defiles in Italy or Belgium. The woofs are finished with white and gold

pile chenille, specially manufactured for the Austria's greatest modern painters.

private saloon \$30,000. The curtains are hung upon silver poles, which are suspended upon small gilt figures costing ten guineas cach. The carpet in this luxuriously fitted carriage cost \$750, while the door handles are said to have cost the same sum.

PRECAUTIONS TAKEN. To guard the King's person and insure his safety a pilot engine i sent fifteen minutes ahead of every royal train and the lines are cleared of traffic fifteen in nutes in advance. To any one in any way connected with the working of the train a special time table is supplied. It states the exact time that the royal train will pass or stop at each station and full particulars of the stoppage of certain other trains, and many other rules and regulations must be strictly adhered to. All shunting operations on sidings near the main line must be stopped at least half an hour before the train is due. Nothing is allowed to pass level crossings after the pilot engine has run through. Drivers of waiting trains are instructed to prevent their engines "emitting smoke, making a noise by blowing off steam or whistling " at that time.

The approaches to viaducts are all strictly guarded and no one is permitted near the line or stations, on any protense whatever, except officials and servants on duty, and they are forbidden to make any demonstrations.

The duties of the masters of stations through which the royal train must pass are clearly defined. They must personally see the " pilot "and the train pass, must be sure that men are stationed wherever there are points, are responsible for the signalman's knowledge of the special block telegraph instructions in use on these occasions, and must see that goods on luggage trains do not project so as to be near the royal carriages as they pass. The points at some places on the royal route are padlocked. On the train, which carries two guards and

the usual cord attachment to the whistle of the engine, there are also a staff of telegraphers and telegraph instruments, so that in case of emergency communication may be made at any point on the line.

An amosing incident happened during one of the late Queen's railway journeys a few years ago. The train had to pass a certain farm on the way, and the farmer and his family and all the farm servants gathered at an adjacent level crossing to gaze at the train as it passed. One boy, with loyal intentions, had secured his mother's best scarlet shawl to wave, as a, flag, and he ran forward to a little hill near the crossing to get the first glimpse of the train. At last it came in sight, and the youngster shouted and cheered, waving his flug frantically. Imagine the surprise of the people when the royal train slowed and stopped. In an instant a railway official had seized the boy and cried,:

"Down with that shawl! Don't you know you are stopping the royal train!" The driver had taken it as a signal of danger,

Her Majesty was much amused. HOW THE CZAR TRAVELS.

The Russian imperial train is, without doubt, the most costly in the world. In its interior furnishing it surpasses in magnificence the train de luxe lately built for the German Emperor, one of the most luxuriously furnished trains that ever ran over the iron road. Some idea of its splendour may be had when it is stated that \$500,000 has been spent upon it. It is a palace. on wheels. It consists of eleven carriages. The royal carriages are in the centre of the

The walls of the drawing-room are covered with pale rose silk, while the royal bedchamber is hung with light blue satin, the furniture being covered with cretonne of the same colour: Each of the sleeping, saloons has a bedchamber attached, as well as a dining-room. The dining saloon is upholstered with chamois leather. When travelling the study, which is fitted out with all conveniences for transacting business, is the room principally used by the Czar. The imperial train travels at the rate of thirty-five Foot, Capt. F. miles an hour during the day, and about twentyfive miles an hour at night, and as the carriages are hung on excellent springs, the motion is almost impercentible.

There is in this train a carriage devoted to the children's playroom, while the hursery, with fairylike swinging cots, is near by. Experts recommend the use of milk from the same cow. and hence the little daughters of the Czar take their cows with them when they travel. On a recent visit of the Czar to Germany a palatial cow car, with two Holstein

cows, was attached to the imperial train. The last carriage is for the train officials, and comprises a study, a sitting-room and several coupes, well stocked with apparatus, as the whole of the train is governed from here. Each carriage is in telephonic communication with the others, while the systems of heating, ven-

tilating and lighting are unsurpassed. The German Emperor's private train is a Hughes, E. very (comfortable affair. It was, built by the Government at the Potsdam works and it has nine carriages. Outside these are painted in Hughes, Mrs. blue and cream and gold. There is a saloon Hennings, R. carriage for the Emperor and another for the Irwin, C. W. Empress, besides kitchen, dining and luggage. Johnson, J.

cars; a saloon for the suite and another for the | Jeffries, Rev. M. servants. Finally there is a carriage contain- Juma, Mrs. . . ing tools and workmen, to make any small repairs that may be necessary on the journey. President M'Kinley's great tour through the The carriages are chocolate|colour and bear the

express trains and everything else go by the In Great Britain every line of consequence | board. At Frankfort one evening I sat in an connections, but could get no explanation of to our train, a roll of bright carpet was laid, a | Lortet, P. section of the platform was cleared, some hothouse palms were put out and then another -a local train from somewhere or otherpulled in, and with bowings and scrapings

It was the Crown Prince and Princess of The King's car is fifty-four feet long and the Greece, the latter the sister of the Emperor, and the public had been held an hour-some roof. At each end of the carriage are compart- missing connections, others breaking business engagements, for the royal convenience.

One of the most claborate of royal trains is lions and crowns in green and gold; all the of Austria. It is composed of eight corridor cars. It was constructed by Ringhoffer of Smichow, Prague, and to the minutest detail electricity, and the kitchen is equipped with electricity for cooking. The carriages are so hung that they will fit to any gauge of tracks, and so shaped and fitted with folding entrance steps that they can pass through the narrowest

The Emperor's sleeping room is equipped and the electric light globes are of cut glass. | with his own field bed, without which he never The royal compartment is upholstered in travels; a marble washstand with silver faucets; French while-ilk corded rep, with green, white | wardrobes, clothespresses and a folding writingand gold silken tassels, heavy deep fringe, table. The Emperor's private saloun is entered cords, gimps, bosses, all with a woven "rose through his sleeping room. The walls are deshamrock and thistle pattern on the laces, and | corated in olive, the furniture is of olive green, it is hung with green silk custains and blinds, and the curtains and portieres are of harmonizedged with green and white cord and gimpy | ing colours. It contains some rare works of art, laces. The carpet is green and white heavy and the ceiling is a masterpiece of one of

At one end of the Emperor's private saloon The Jubilice train cost \$200,000 and the and sleeping apartment is the room of his adjutant and aid de camp issante dance, and at the other that of his personal servant and bodyguard. The entrance to both is by foldingdoors, which can be opened and shut by a spring within reach of the Emperor's bed

The dining car of the Austrian imperial train is one of the handsomest railway carriages in the world and contains four rooms. The first is a corridor hallway with lounges, upholstered in leather, and gives entrance, to the smokingroom, containing card tables and lounges. Through large sliding double doors one passes into the dinning-room, upholstered in bronze, silver and gold leather, magnificently embroidered. The side walls are divided into panels, in which are oil paintings in heavy frames. A the smoking-room end is, a magnificent sideboard, heavily laden with silver, and the entire wall behind it is one immense mirror.

4 There are three extension tables, which, when drawn out, form one large centre table with scating accommodation for sixteen diners. The Emperor never dines alone when travelling, and the dining-table is always fully occupied by the Emperor's guests. The fourth room is a buffet, where a sideboard is set at all hours for the convenience of the Emperor and

The King of the Belgians, the most democratic of modern sovereigns, prefers travelling in a first, or even a second, class carriage to occuping a royal compartment or using a roya. train. As a matter of fact, the present royal train of Belgium is a very shabby affair, and King Leopold generally travels in a first class carriage .- The Sunday Call.

> UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-

claimed at the Post Office:— Myer, J. D Awjwin, Miss Mattsenn, J. F. Agathe, Gr Mui, Miss A. Allan, Mrs. W. L. Mein, W. Andrew, Miss MacCallum, D. Anderson, Mrs. Machlowsky, P. von Arnold, Miss -Medical Officer Anderson, O. M. Moffatt, Dr. A. T. Monteiro, T. Mullins, J. H. Buissinné, W. T. Mehta, Miss S. McKinnon, J. F. Byror, A. C. Marshall, A. W. McGill, W. E. McCracken, W. R. Miller, R. E. Merecki, H. Menrice, M. F. Burke, Miss McIntosh, Capt. A. Benneit, E. F. Bayldon, P. Nicol, J. A. Neilson, E. Beya, C. B. Nishizaki, G. Bales, H. Osborne, E. Budgen, Barton, Miss A. C. Paisis, G. Bishop, W. C. Pintrowsky Parkinson, Dr. T. W. Plummer, H. B. Perrault, E. Graig, J. -Carrington, J. C: Page, Miss M. Pastrano, D. J. Palmer, W. B. Painter, Rev. T. W. Pereira, D. S. G. Pomeroy, Dolly Caffrel, E. Carlton, P Ruse, E. P. Carrington, Miss Rynolds, R. Dunbar, T. E. Roberts, H. C. Robinson, & Co., J. Richard, Proff. Duncan, D. Remedios, Mrs. F. M. Dingeldin, A. Robinson, C. T. Reid, J. C. Ruterford, Mrs. H. H. Freeman, Miss V. W. Rouget, J. Shrewsbury, R. W. Stevens, G. Fernandes, C. Sawada, Miss Siv. R. T. P. . Forster, Dr. Spieler, O. Simpson, A. I. Shane, Capt. Shideler, A. M. Godwin Mrs. Samborne, Dr. F. G. Gray, J. C. Spiller, M. Grainger, E. Sanyer, N. M. Hallard, F. J. Sparroyohn, F. G. P. Hay, Rev. N. E. Sterleng, G. J. .

Snyder, R. "

Tsan, Mrs.

Tong Hong

Takmakoff,

Telleisen, E.

Taylor, C.

Taylor, W.

Underwood, J.

Heaney, Mrs.

Harper, A. H.

Hakata, C.

Stephenson, R. H.

Takenowchi, Miss H..

Thomson Mrs. A. B.

Thompson, P. H. W.

Vanderpvel, Mrs. M. 49 Wheeler. "Woods & Go Johnson, R. Wren, Pt. W. E. Janssons A. C. B. Watts, Mrs. Johnson Hon. II. Ward, E. Wheate, W. E. Walker, J. D. Williamson, J. Wenburg, H. O. Korster, Mrs. O. Williams, D. Laglaize, L. Waller, J. Whinnerah, T. C. Watts, Miss F. W. Wallace, F.

List of Registered Covers in Poste Bestante. Ahmed Deen, I.P.C. Kader Hadjie Mohamed Abdul Kahn, R. Kemper, A. C. (Lon-

Walter, R.

Warren, C. N.

(Tientsin).

Prizis, E.

5, Praya East, Wan-

chai, Hongkong.

Westcott, R.

Young, Ed.

Blank, Miss A., Arrandale, Southport (1) Karan Hahir Returned. Kahim Bakash Buta Singh Lyons & Co., J. Bova and Co., Supt. Ludah Singh Brewery. Montero, F. M. Brimble, Capt. A. Massey-Lec, J. H. Bortolo, B. McKay, Charles Bobal Singh Beyeral, Bonifacio Morris, Capt. R., R.A. s Mondha Singh Chunda Singh, I.11. C. 589 Mohamed Clarke, J MacVengh, E. Crane, E. H. Marle, Hugo McNab, J.

Lockhart, Mrs. C.

Mirza Sadig Damerell, A. G. Mahieu. A. Dean Singh, I.P.C. 547 McGill, Major H. S. Nawab Khan, I:P.C.637 N. C. III. Fatmalee (Hombay) Noble, James Felicie, Blaz Qua (Manila), to Omuh, Fosuisanc, A. Ferreira, F. X. P. Fairis, G. (Singapore) Ohaien, Madame Freidman, R.

Fortesquien, H: Pederson, C. Gahor Khan Gewanal Singh, I.P.C. Preston, B. Passantino, Z. (2) Rosselet, J Gulab Khan, I.P.G. 509 Ram Dhor Singh Ryan, A. Gunda Singh Ramlall -Koberts, J. (2) Gonsalez, J.

Hand, J. (Manila). To Sultan Mahomed Constancio Hand. Sahib' Hajee, S. F. Vic. Eug. School, Shane, Capt. Souza, Mrs. M. B. Hongkong. Hasham Alli, I.P.C. 667 Shores, D. M. Hilton, St. John. Hazar Khan, L.P.C. 616 Schlichting, Mrs. (1 pcl. Shi Pui Ting (Cosmo-Hodge, Ed. G., Portpolitan Dock).

land (Maine), Re-Hakan Singh, I.P.C. Hall, Capt. F. (2)

Herman Singh (Singapore) Hall & Co., F. W. Hamlin, Mrs. G. manichi, S. Johnson, C. E. Jeewan Singh, I.P.C. Koch, Carl

Zuniga, M. M. List of Registered Covers for Merchant

Staden, J. T.

Sammel & Co.

Stewart, E.

Tchervinsky

Ultam Singh

Tilley, Capt: (3)

Veasery, Mrs. L.

Vozeer Singh

West, Mrs. M.

Wazir Singh

Waryam Singh

Uttu Singh, I.P.C. 774

Vemura, G., Hongkong,

to Kawamoto, (Mani

S.S. AssovG. Nazinovich. Atlas M. Richinson. H.M.S. Barfleur G. Groves. S.S. ChangshaCapt. Moore. China.....Mr. Cooper. Deucalion M. J. Garbutt. Elite Norsach ... J. J. McCarthey. Emma Luyken... Capt. Wallis.

HailanR. Olsen. HanoiTheo. Rannier. Hating A. E. Tilston. S.M.S. JaguarWalker. Jaguar Boos. Jaguar Jaguar Maal Kapuschinski. TaguarPaymaster.

S.S. Kaifong R. P. Smiles. Kashing Capt, Sandersen. Manuel Laguna.. E. Nielson. Mulo J. P. Walker. ParramatlaC. Mortis. President R. B. Munro. RadleyJohn Mann,

U.S.H.S Relief Chas. McFeely. Relief J. H. Miller. ReliefP. Schneider. Saint Jerome ... Capt. A. Jones. ShantungCapt Quail.

Shantung Miles, , TaksangJ. Kynock.

List of unclaimed Telegrams lying in the

Joint Telegraph Companies Offices

Nilewoo Chiong.

Steamer Wineland.

Watanabe, Messagerie.

1311, 2950 (Wingon

Tai, West Point.) -

0651, 3031, (Nam Wan).

3,458, 4,713 5,002 (Kan Hok Chau,

0208, (Swee Keechah).

Pitman.

Sham.

Takmakoff.

Toksham.

Yuenmow.

at Hongkong. Beekerhein. Bruff Comedy. Butler Duncan Pigtail. Powlee. Chechosiang. Chingtal. Cheong Seng Loong. Duncan Chesney.

(Two Telegrams). Dobell, Weish Fusilcers. Thl. Honjoo. Ingsanlee. John Wheeler. Kaihing. Kongyuenhong.

Kongyuenheng. (Two Telegrams). Kwongsingloong. Figurobarier. Lapraik. Leile Werthman. 5502, 7127 (Manloong). Lichuenshang. 2688, 5288 (Wing Kee.) Matthew, Joseph, Tor- (Two Telegrams). pedo Depot.

> NOW READY. A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS A FEW SUGGESTION FOR DEALING BEING'A LECTURE DELIVERED

THE ODD VOLUMES SOCIETY Mr. H. E. POLLOCK, Barrister-at-Law.

To be obtained at the OFFICE of This Paper. PRICE 50 CENTS. Hongkong, sat June, 1900,

Consignees.

TOYO KISEN KAISHA. NOTICE:

CONSIGNEES of CARGO per Steamship

"AMERICA MARU." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

· Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. GEORGE ECKLEY,

Acting Agent. Hongkong, 27th June, 1001

FROM HAMBURG, BREMEN, ROTTER D. M. PENANG AND SINGAPORE. THE H.A.L. Steamship

"SILESIA,"

Captain Bahle, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside. Optional, Cargo will be forwarded unless

notice to the contrary be given before 5 P.M., TO-DAY. Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, will be

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 26th June, 1921.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORTSAID,

SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 3rd July, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE, Van-Ness, Miss E. C. (2)

Superintendent Hongkong, 27th June, 1001. NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON ANI STRAITS. THE Steamship

" "FLINTSHIRE," 'Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,

Limited, at Kowloon and stored at Consignees risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 2.30 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 22nd June, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed

Cargo remaining on board after the 28th instant, at 2 P.M., will be landed at Consignees risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Hongkong, 26th June, 1901.



Kananga Water the most delight-ToiletWater It runders the skin firm, relieves mosquito bitos and importa a delicate fragan cound feeling of comfort and freshness.

New Sensations in Perfamery RIGAUD'S KANANGA EXTRACT RIGAUD'S WHITE ROSE - . . RIGAUD'S MELATI EXTRACT

RIGAUD'S IXORA D'AFRIQUE EXTRACT RIGAUD'S. LILY of the VALLEY EXTRACT RIGAUD'S YLANGYLANG EXTRACT RIGAUD'S BANTAM EXTRACT RIGAUD'S JASMINE or Chemalie EXTRACT S. RUE VIVIENNE, B, PARIS

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WANTED EUROPEAN QUARTERMASTER to A superintend the Coxsivains of the "STAR" FERRY BOATS. Must be strictly sober and accustomed to work with Chinese.

Apply by Letter only, with Testimonials, SECRETARY, STAR FERRY CO., LIMITED.

Hongkong, 25th June, 1901. TX /ANTED an OVERSEER.

Apply by letter to THE SECRETARY. THE HONGKONG LAND INVEST-MENT AND AGENCY Co., LIMITED. Hongkong, 24 h June, 1901.

A JANTED a WELL QUALIFIED VV CLERK accustomed to translating in Chinese; Good Salary will be paid to competent man. Apply to

C/o. KELLY & WALSH, LTD. Hongkong, 24th June, 1901.

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PIANO CO., LIMITED.

BEST VALUE IN

MONTHLY PAYMENT.

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INSTRUMENTS. STRINGS.

U S

Grand stock, reduced to clear. Hongkong, 28th May, 1901.

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F. BLACKHEAD & CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

Hongkong, 30th April, 1900.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS. SOLE AGENTS FOR T T ARTMANN'S RAHTJEN'S GENUINE

II COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

Sole Agents for FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK REASONABLE PRICES.

Hongkong, 14th May, 1806. CHS. J. GAUPP & CO. MRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER . SMITH'S, and OPTICIANS.

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LERS AND WATCHMAKERS. EASTMAN'S KODAKS and FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. OMEGA" is the BEST. 40, QUEENS-ROAD,

Watson's Building

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.) QUEEN'S ROAD CENTRAL. Speciality: FOOCHOW LACQUER WARE. Hongkong, 18th June, 1901.

SUI SANG.

(Lately Practising with Dr. I. SAKATA), DENTIST, No. 4. Queen's Road Central, Hongkong, 5rd January, 1001.

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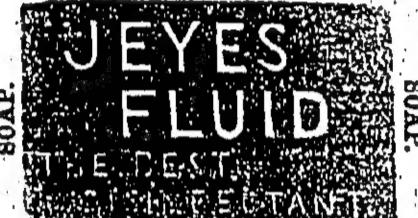
THIS WEEKS SPECIALTY NGLISH & AMERICAN TRAVELLING TRUNKS.

SUMMER UNDERWEAR: THE VERY LATEST IN SHIRTS, COLLARS and SCARVES. Hongkong, 26th June, 1901.

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O QUEENS ROAD CENTRAL. RRIVAL of the LATEST PRESERVED AMERICAN DAINTIES. Just Opened, Call and Inspect, Best quality, direct from the Factory.

THE BEST PREVENTIVE OF ALL



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings.

THE NEW FRENCH REMEDY.

This successful and highly popular remedy, as employed in the Continental Hospitals by hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitie, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried

blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. posseses surprising power in restoring strength

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word, "THERAPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and with-

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FINE Consigment of FRENCH PRE-SERVES of a well known make. H. RUTTONJEE,

22 & 23, Elgin Road, Kowloom.

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BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'Adullar STREET.

H. RUTTONIEE. 5. D'Aguilar Street,

MEE CHEUNG, PHOTOGRAPHER,

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GROUPS AND VIEWS a speciality. "

NOTICE

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews of the following Vessel during her stay in SEA WITCH, American ship, Howes, -- Master

Hongkong, 25th June, 1901. NOTICE. INFECTIOUS DISEASES

Hongkong; oth March, 1807.

THERAPION

Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything

remedies have been powerless. THERAPION No. 2, for impurity of the

eliminates every poisonous matter from the

and vigour to the debilitated.

out which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Quality will speak for itself. g. D'Aguilar Street and Hongkong, 16th April, 1901.

Hangkong, 27th April, 1900.

in the Colony or in any part of the Far East,

Hangkong, 22nd September, 1898.

NOT RESPONSIBLE FOR DEBTS.

Hongkong Harbour :--Steffdard Off Co

ADOLPH OBRIO, American ship, American

The Share Market. LATEST QUOTATIONS. (June 281h). Paid up Companies Capital. Banks. Hongkong & Shang hai Banking Corporation The Bank of China & Japan, Limited ... (Preference) The Bank of China

The Bank of C	hina
& Japan, Limit (Ordinary)	ed
The Bank of C & Japan, Limit	hina ed
(Deferred) National Bank	£ 1 £5.5 buy
Ohina, Ld	
	ine insurances.
China Traderi	3 50 \$340
North China Ins.	\$ 25 \$60 selle
Ld. Yangtaze Ins. As	£ 25 Tls. 180
. Ld	\$ 60 \$120
Straits Ins. Co., L	il \$ 20 \$1
Hongkong Fire	e Insurances. Ins.
Co., Ld	Co.
Ld	Shipping, \$20 \$84 buyer
Hongkong, Canton Macao Steaml	1, 2
Co., Limited Inda-China Ste	
Navigation Co., China & Manila S. S	Ld. 10 \$149 .
Co., Ld	\$ 40 \$52 buyer
Co., Ld.:	\$ 50 \$56
Co., I.d.—(Pref.) China Matual S.	L to L12 buyer
Co., Ld.—(O'ary) £ 10 £12 buyer
China Mutual S. Co., Ld (O'ary	£ 5 £7 buyers
Star Ferry Co., Ld	\$ 10 \$23 buyers
"Shell " Transport Trading Co., Ld.	L 1 £2 12/6 sa
China Sugar Refini	ollneries. ng.
Co., Ld Luzon Sugar Refini	ng;
Co., Ld	\$100 \$36 Mining.
Punjom Mining C	S 9 514 sellers
Punjoin Mining Proference Shares	re-
Société Française d Charbonnages	es e
Toukin	b'cs. 250, \$325 25 cts 5 cents, sell
Jelebu Mining at Trading Co., Ld.	nd
Raub Allian Go	ld
Oliver freehol	· ·
Mines, A.A. Olivers Freehol	d
Mines, Ld B Docks, What	vos and Godowns.
Hongkong & Whan Look Co., Ld	1.
Hongkong and Kon loon Wharf & Go	y .
down Co., Ld Wanchai Warehous	
& Storage Co., Ld. New Amoy Dock Co.	🚉 🕏 373 nominal
Lid	. \$ 62 \$22} buyers
China Provident Land & Mortgage Co., Ld	a · ·
Hongkong Land In	
vestment & Agency	\$100 \$200 buyers
Kowloon Land and Building Co., Ld.,	\$ 30 \$30 sales
West Point Building	\$ 50 \$55
H'kong Hotel Co., Ld Oriente Hotel Co., Ld	\$ 50 \$80 sellers
Humphrey's Estate & Finance Co. J.d	\$ 10 \$132 sellers
Cotto Hongkong Cottor	
 Spinning, Weaving & Dyeing Co., Ld. 	\$100 \$8 buyers
Ewo Cotton Spinning & W. Co., Ld	Tis. 100 Tis. 50 selle
international Cottor	Tis 100 Tis 40 sales
Laou-kung-mow Cot- ton' Spinning &	
Weaving Co., Ld	Tis. 100 Tis. 50 buye
ning Co., Ld	Tis, 500 Tis, 300 selle
ning Co., Ld	
Alhambra, Limited hilippine Tobacco	\$500 \$1,500 seller
Trust Co., Ld,	\$ 50 \$60 sellers
reen Island Cement	
bina-Borneo Co., Ld.	
Limited	\$ 10 515
Vatkins, Limited	\$ 10 \$9\$
Co., Limited	5 10 \$12.90 sales
Co., Limited	\$ 5 564 buyers
Gas Co., Ld	£ 10 \$140 buyers
nufacturing Co., Ld. co. Fenwick & Co.,	20
Ld	\$ 25 \$55 sollors \$ 25. \$180 sales
Pkong High Level Tramways Co., Ld.	
airy Farm Co., Ld. longkong and China	. 1 .
Bakery Co., Ld ampbell; Moore and	\$ 50 \$50 sales [ex d
Co., Ldell's Asbestos East-	\$ to \$20 buyers
ern Agency, Ld nited Asbestos	£ 1 \$1.10
Oriental Ag'cy, Ld., brau Planting Co.,	3 4 \$117 sellers
Ld Trading	\$ 5 \$3 sellers
Co., Ld.	\$ 20 \$20 sales
K. Steam Water- boat Co., Ld	5 5 58 buyers
hims of this was a second	
Co., Ld.	\$ 20 \$20
Co., Ld obinson Piano Co., Ld.	\$ 20 \$20
Co., Ld obinson Piano Co., Ld.	\$ 20 \$20
Co., Ld. obinson Piano Co., Ld. laujia Investment Co., Ld. BENJAM	\$ 20 \$20 \$ 50 \$50 \$ 50 \$56 IN, KELLY & POTTS,
Co., Ld. obinson Piano Co., Ld. laujia Investment Co., Ld. BENJAM	\$ 20 \$20 \$ 50 \$50 \$ 50 \$56
Co., Ld. obinson Piano Co., Ld. laujia Investment Co., Ld. BENJAM	\$ 20 \$20 \$ 50 \$50 \$ 50 \$56 IN, KELLY & POTTS,
Co., Ld. obinson Piano Co., Ld. laujia Investment Co., Ld. BENJAM	\$ 20 \$20 \$ 50 \$50 \$ 50 \$56 IN, KELLY & POTTS,
Co., Ld. obinson Piano Co., Ld. laujia Investment Co., Ld. BENJAM	\$ 20 \$20 \$ 50 \$50 \$ 50 \$56 IN, KELLY & POTTS,

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Brown, Mr. J.

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£ 5 Nominal

Beringer, Mr. F. J. G. Littledale, R.E., Major Brandreth, R.N., Lt. & Long, Mr. & Mrs. D. M. Macdonald, Capt. D. Brown, R.E., Major W. Macdona'd, Mr. D. Macondray, Mrs. Malcolm, Mr. R. L. Bruce, Mr. and Mrs. Marlow, Mr. Burnie, Mr. C. M. G. Miller, Mr. D. Morgan, Mr. & Mrs. D. Cameron, Mr. D. H. Parfitt, Mr. W. Clark, Dr. & Mrs. F. Pascual, Mr. C. Clarke, Mr. W. G. Piry, Mr. S. D. Cole, Mr. G. E. Piry, Mr. C. Colson, Mr. J. S. Price, Mr. H. Cunningham, Mr. J. Reich, Mr. A. H. Cunningham, Mr. P. A. Robertson, Mr. W. R.

Davis, Mrs. W. & child Robinson, Mr. V. Denroche, Mr. P. C. Rothschild, Mr. Discombe, Mr. G. M. Schouw, Mr. C. Dorchill, R.A., Major Smithers, Mr. R. G. Dyson, Capt. P. S. Stevens, Mr. H. Goyne Fernald, Mr. and Mrs. Taylor, Mr. D. G. . . Gainford, Mr. and Mrs. Thomas, Mr. Harry Tibbey, Mr. H. M. Gibson, Mr. Kennedy Valentine, Mr. Wakeman, Mr. G. H. Watts, Mr. and Mrs. Griffin, Mr. A. E. Frank W. Whiley, Mr. W. J. G.

Herron, Mr. C. D. Wild, Lieut, and Mrs. Hochappel, Mr. E. C. Howard, Mr. Thos. -Bagnali Williamson, Mr. and Hudson, Mr. F. . . Mrs. A. A. and child Woollen, Mr. J. J.

Whiley, Mrs. William

Whitton, Mrs. M. M.

VISITORS AND RESIDENTS AT THE PEAK HOTEL

Beattie, Mr. James Miller, Mr. and Mrs. Benjamin, Mr. S. S. Newall, Mr. Stuart G. Bonnar, Mr. J. W. C. O'Gorman, Col. The Brayne, Mr. H. F. R. O'Gorman, Madam Brusse, Mr. G. Perrott, Col. Cameron, Mr. Allan Pitt, Mr. John, R.N. Collard, Col. A. W. Pollock, Hon. II. E. Crookenden, Col. Prynne, Capt., R.A.M.C. Drion, Mr. F. Prynne, Mrs. Ellam, Mr. A S. Qustinoff, Mr. M. Ezekiel, Mr. J. S. Rublec, Mr. W. A. (U. S. Consul of America) Ezekiel, Mr. R. M. Forbes, Mr. Andrew Rublee, Mrs. W. A., Fraser, Mr. and Mrs. child and maid-Rumsey, R.N., Hon.

Fraser, Mr. J. W. R. Murray Graham, Mr. D. M. Shellim, Mr. Edward Harston, Dr. and Mrs. Sinclair, Mr. A. G. M. Stokes, Mr. A. G. Gumpert, Mr. and Mrs. Thomson, Mr. J. S. Hughes, Col. G. A. Tomlin, Mr. G. L. leffreys. Mr. Wheeler, Mr. H. B. Jeffries, Mr. H. N. Wheeler, Lt., Col. J. L. Wilgreis, Mr. W. T. Lang, Dr. K. Lee, Mr. 1, E. Wright, Mr. and Mrs. Mackie, Mr. Gordon . . H. Taylor

CRAIGIEBURN, Antherson, Mr. Jas. Helms, Mr. W. Beattie, Mr. and Mrs. Hewltt, Mr. and Mrs. SEA WITCH, American ship, 1,172, Howes, 21st т. н. в. A.O.D.,

Brown, Mr. and Mrs. Langlands, H. Matheson Capt, and Mrs. P. Crouch, Mr. J. W. Pye, Mr. E. Burns Edwards, Mr. G. H. Rowand, R.I.M., Lt. A. Forteath, R.I.M., Lieut. Volpicelli, Consul Yeats, Mr. and Mrs. Grimble, Mr. & Mrs. G. F. H.

Martin, Mr. R.

KOWLOON HOTEL.

Bancis, Mr. F. Deans, Miss R. A. Brandstelled, Capt. Earby, Mr. E. A. Cleasby, Mr. W. H. Mackereth, Miss A. Davies, Mr. W. Nobbs, Prof. A. P. Dean, Mr. F. Spittles, Mr. J.

EXCHANGE. Hongkong, 28th June. ON LONDON, Telegraphic Transfer1/11# Bank Bills, on demand 1/11 7/16 Credits, 4 months' sight 1/11 13/16 D'ments, 4 months' sight 1/11 15/16 ON PARIS, Bank Bills, on demand2.46 · Credits, 4 months' sight2.49 ON NEW YORK, Bank Bills, on demand ... 471 Credits, 30 days' sight483 ON HOMBAY, Telegraphic Transfer.......1462 On demand147 ON SHANGHAL Telegraphic Transfer 724 Private 30 days' sightnom. Sovereigns, Bank's Buying Rate\$10.20 Bar Silver 27 5/16

OPIUM QUOTATIONS

	THE GOOTSTILLYNIA.
4	Hongkong, 28th June.
New Pater	
New Benares	965 950 per pict
Vew Males	950
Old Malwa	840 850/880 ₁₁
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2/.pc	CTO O TAY THE THE

TUSSELS LT PORT.

Steamors. AMERICA MARU, Japanese steamer, 6,307, P. H. Going, 27th June, -San Francisco 29th May, and Shanghai 24th Jnne, Mails and General.-J. S. Van Buren. ARETHUSA, American transport, 2,132, Seecombe, 19th June;-Manila 15th June,

Ballast.-U. S. Government. ARISTEA, Austrian steamer, 2,208, G. M. Scopinich, 26th June, -- Moji 19th June, Coal. -Mitsui Bussan Kaisha,

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 19th June,—Sydney 25th May, Brisbane 27th, Townsville 30th, Caims 31st, Thursday Island 3rd June, Port Darwin 6th. Timor 8th, and Manila 15th, General. - Gibb, Livingston & Co. BURNSIDE, American steamer, 1,400 A: H.

Lafflin, 14th April,-Manila 11th April, Cable.—Government. CATHERINE APCAR, British steamer, 1,730, J. G. Olisent, 26th June, - Calcutta 8th June, Penang and Singapore 20th, General,-

David Sassoon, Sons & Co. CHINKIANO, British steamer, 1,260, E. Stringer, 27th June, -Canton 27th June, General. - | Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 Butterfield & Swire.

CHOWTAI, German steamer, 1,115, A. Müller, Timber.-Butterfield & Swire. DEVONSHIRE, British steamer, 2,364, A. Coull, 17th June, New York, 14th April, and Port Said 17th May, Kerosine .- Standard

DIAMANTE, British steamer, 1,254, A. Ramsay, 25th June,-Manila 22ad June, General. Shewan, Tomes & Co.

FLINTSHIRE, British steamer, 2,476, J. Dwyer, 22nd June,—London 3rd May, and Singapore 17th June, General.-Shewan, Tomes HANSA, German steamer, 1,200, Lorenzen, 27th

June,-Java 15th June, Sugar.-Sander, Wieler & Co. JAPAN, British steamer, 2,796, C. C. Talbot, P. & O. S. N. Co.

KACHIDATE MARU, Japanese steamer, 3,436, S. Fujiki, 26th June,—Kutchinotzu 21st. June, Coal.-Mitsul Bussan Kaisha. KEONGWAI, German steamer, 1,115, A. von

Riegen, 25th June,—Bangkok and Swatow 24th June, General.—Butterfield & Swire. Kon-si-Chang, German steamer, 1,291, Leuss, 18th June, Bangkok 11th June, Rice, -Butterfield & Swire.

MALACCA, British steamer, 2,600, E. G. Andrews, 26th June,-London 18th May, and Singapore 21st June, General.-P. & MARA KOLB, German steamer, 2,766, G. Kraeft, 27th June, -- Moji 20th June, Coal. -- Mitsui

Bussan Kaisha MAUSANG, British steamer, 1,614, Walsh, 21st June,-Sandakan 15th June, Timber.-Jardine, Matheson & Co.

UNCHEN, German steamer, 4,691, Krebs, 28th May,-Caroline Islands 15th May, Ballast,-Melchers & Co. NURNBERG, German steamer, 2,663, H. Mayer, 27th June,-Shanghai 22nd June, General.

-Carlowitz & Co. OAK BRANCH, British steamer, 2,064, B. Scheel, 12th June,—Mororan 4th June, Coal — Dodwell & C., Ld. PHRA CHOM KLAO, British steamer, 1,100, Morris, 27th June, -Bangkok 21st June,

Rice .- Butterfield & Swire. POMPEY, American steamer, 785, J. H. Serivener, 21st Mar.,-Manila 18th Mar, Coal. -U. S. Navy.

QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 21st June,-Tacoma via Ports. 8th May, General.-Dodwell & Co., Ld. ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May,-Wei-hai-wei 25th May. SILESIA, German steamer, 3,138, T. Bahle,

26th June, -Singapore 21st June, General. -Siemssen & Co. SIMONGAN, Dutch steamer, 1,818, Sandman, . 17th April,-Samarang and Saigon 29th March, Sugar.-Yuen Fat Hong. TAI LEE, German steamer, 828, T. Calender,

26th June, -Saigon 22nd June, Rice. -Meyer & Cos TELEMACHUS, British steamer, 1,379, J. Williamson, 25th June,-Saigon 21st June, Rice,-Chinese.

TSINAN, British steamer, 1,460, O. Anderson, 25th June, -Sydney 2nd June, and Manila 22nd Mails and General .- Butterfield &

WHAMPOA, British steamer, 1,110, M. E. Laver, 26th June,-Canton 25th June, General,-Buterfield & Swire.

Sailing Vecsels:

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May, -- Manila 9th May, Ballast, -- Order. Holliswood, American bark, 1,084, E. M.

Knight, 14th June, - Fremantle, W.A. 3rd May, Sandalwood. - Order. MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,-Cardiff 4th Jan., Coals, -E. A. Trading Co.

Feb., -- Manda (Sib Feb., Ballast. -- Master. SUSSEX, British back, 1,212, Guthrie, 17th May, -Freemantle 26th Mar., Sandalwood.-

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHITA STATION.

Hongkong, June 28th, 1901. 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,

Comdr. E. D. Hunt, Shanghai. Arethusa, and-class cruiser, 4,300 tons, 10 guns, 5,000 ith.p., Capt. J. Startin, Woosung. Argonaut, 1st-class cruiser, 11,000 tons, 16,500" i.h.p., 16 guns, Capt. G. H. Cherry, R.N.,

Shanghai. Astrag, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, Ist-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, c.B., Foochow. Barfleur, 1sticlass battleship, 13,000 tons, 14

guns, 13,163 i.h.p., Captain G. J. S. War. render, Nagasaki, Blenhelm, 1st-class criuser, 9,000 tons, 13 guns,

Woosung. guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home. Bramble, 1st-class gunboat, 710 tons, 1,300

i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu. 5,600 i.h.p., Commander Sir Bourchier

Wrey, Bart., Hankow. Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird,

Centurion, 1st-class battleship, 10,500 tons, 14 Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,

Capt. Wm. C. Pakerham, Hongkong. Dide, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Hongkong. Endymion, 1st-class cruiser, 7,350 tons, 12,000 Lh.p., 17 guns, Capt. A. W. Paget, en route

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Blunt, Chin-Fance, twin screw, torpedo-boat destroyer, 360

tons, 6 guns, 5,400 i.h.p., in reserve. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p.; Canton. Glory, 1st-class battleship, 14,850 tons, 16 guns,

13,500 i.h.p., Captain F. S. Inglesield, Golfath, 1st-classbattleship, 12,950tons, 16guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai,

Handy, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., in reserve. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 giins, 4,000 i.h.p., Lieut and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming. Hongkong. Humber, storeship, 1,640 tons, 800 ih.p., Com.

H. J. Davison, Shanghai. Ists, and class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Weihai-wei. Janus, torpedo-boat destroyer, in reserve.

6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore. 26th June, -Bangkok 20th June, Rice and Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut. Comdr. J. C. Watson,

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A.G. Curron Howe, Podorosnik, Russian torpede boat, 23 tons, 1 Nashville, U.S. cruiser, Comdr. R. P. Rogers,

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shange Otter, torpedo-boat destroyer, Lieut, and Com.

C. P. Mansel, Shanghai, Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin. Pigmy, 1st class gunbont, 755 tons, 6 guns, 1,200 i.h.p., Capt. Oldham, Hongkong. Pique, twin screw, and-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai. Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett,

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River. Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, West River. Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze. Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty Pownall, Hongkong. Talbot, and-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong. Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong. Terrible, 1st-class battleship, 14,200 tons, 30

guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying-ship, 620 tons, Lieut.

Comdr. Lyne, Manila. Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai, Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut. Comdr. Watson, Kiukiang. Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W Weber, Shanghai. Donau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, Singapore.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan,

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow. Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao, Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai,

Piet Hein, Trutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku. Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. Zentu, Austrian cruiser, 2,500 tons, Captain Skala, Shangbai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovieff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt.

Vserolojsky, at Tientsin. Alcout, Russian gunbout, 810 tons, 8 guns, 1,200 Hongkong, June 28th, 1901.

h.p., Captain Elkisky, at Nagasaki.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, - Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Dunskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. Gaidamuk, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebren-.

nikff, at Taku. Gremlasichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

2,150 h.p., Capt. Silmann, at Taku. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki,

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki. 21,411 i.h.p., Capt. Henderson, C.M.G., Nayezanik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki, Bonaventure, 2nd class cruiser, 3,000 tons, 18 Otvasny, Russian armoured cruiser, 1,490 tons,

twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki, Petroparlovski, Russian hattleship, 12,000 tons, Capt. Grevais, at Nagasaki. Polstava, Russian battleship, 10,960 tons,

11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki. Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at

Nagasaki: Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore. guns, 9,000 h.p., Capt. J. R. Jeilicee, R.N., Rurik, Russian flagship, 10,940 tons, armoured

twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur. Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Silatch, Russian gunboat, 4 guns, 1,200 h.p.,

Capt. Barronoff, at Nagasaki Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku. Sivoutch, Russian gunboat, 950 tons, twin scraw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian turpedo boat, 69

tons, 16 guns, Prince Ouchtomsky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki, Vsadnik, Russian torpedo hoat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia,

at Taku. Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(lst and 2nd class.) Delphin, Russian torpodo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Jantchichi, Russian torpedo boat, 87, tons, A guns, 970 h.p., 19 knots. Mouravieff, at Shanghai. Kit, Russian torpedo boat, 350 tons, Captain

Kivnarsky, at Shanghai. Nargen, Russian torpedo boat, 85 tons | guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo bont, 87 tons, 4: guns, 2,900 h.p., 22 knots,

gun, 220 h.p., 16 knote.

Siste, Russian torpedo boat, 23 tons, 1 gun, 230

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots, Soutchina, Russian torpedo boat, 87 tous, 4 guns,

1970 h.p., 19 knots. Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai. Sterlaid, Russian turpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns,

1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff.

Flagship of Rear-Admiral Recunoff. THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur'S. Rosendahl, at Woo-

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai, Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy. Geier, German cruiser, 1,600 tons, 8 guns,

Capt. Bauer, at Shanghai. *** Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung. Hela, German despatch-vessel, 2,000 tons, 12

Capt. Rampold, at Woosung. Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai. Illis, German gunboat, 1,000 tons, to guus, Lieut.-Comdr. Sthamer, at Shanghai. Irene, German cruiser, 4,200 tons, 8 guns,

2,930 h.p., Capt. Stein, at Nagasaki. Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Hongkong. Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 12,000 p.h., Capt. Gülich, at Amoy.

battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung. Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachnhardt, at Shanghai. Schwalbe, German cruiser, 1,120 tons, 3 guns, Comdr. Boerner, at Hunkow."

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy. Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-

No. 90, German torpedo-boat, 320 tons, Capt. Hoenimer, at Shanghai. No. oz, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, al Shanghat. No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann. ** Flagship of Rear-Admiral Geissler. *** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON. Alonette, gunboat, 200 tons, Lieut.-Comdr.

Belloy, av Nagasaki. Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bachine, Japan. Bengali, and class dispatch-boat, Lt.-Coindr

De La-Croix de Castries, at Nagasaki. Chasseloup Laubai, and class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Comele, gunbeat, 600 tons, Capt. Louel, at

Decidee, gunboat, 690 tons, Capt. Maresubette, * D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, and class protected critiser, ... 000 tons, 36 guns 631 i.h.p., Captain Soulne, at Swatow. Eure, Dispatch-transport, Capt. Vallée, at

Korejets, Russian cruiser, 1,200 tons, 9 guns, Friant, gunboat, 693 tons, Capt. Adam, at Guichen, Ist-class cruiser, 9,000 tons, Capt. Perem, at Shanghai. Jean Bart, 1st class cruiser, 4,500 tons, 10 guns,

8,000 i.h.p., Capt. Aubin, at Taku. Kersains, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt.

Frost, at Taku. Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong. Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Saigon. * Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON. Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Bennington, U.S. gunboat, 1,710 tons, 6 guns,

3,436 h.p., Comdr. C. H. Arnold, at Hong. Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai, Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila. tons, 3 guns 2 torp tubes 780 h.p., speed | Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila. Vladimir Monomuch, Russian cruiser, 6,000 Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunboat, Capt. T.

C. McLean, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila. Helena, U.S. gunboat, 1,307 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Hongkong. Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manile. Kentucky, U.S. . battleship, 11,500 tons, Capt.

Chester, at Manila. Forel, Russian torpedo boat, 23 tons, 1 gun, Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., 16 knots.

h.p., Lieut-Comdr. A. P. Nazro, at Manila. Marletta, U.S. gunboat, 1,000 tons, 1,500 i.b.p., 12 guns, Comdr. E. H. Gheen, at Canton. Kasatka, Russian torpedo boat, 350 tops, Capt. Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W

> Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monteray, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton, at Nazasaki

Farenholt, at Shanghai.

Newark, U.S. cruiser, 4,600 tons, Conidr. Mch.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong. Solace, U.S. cruiser, 5,000 tons, Comdr.

Demlap, at Shanghai. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila. Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, o guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons, to guns, 3,800 h.p., Capt. G. E. Ide, at Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

Eiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai. Stromboli, Italian cruiser, 3,800 tons, Captain

Cecconi, Shanghai, Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS? AND LORCHAS.

Fatshan, British steamer, 18425, Lossius,-Hongkong, Canton, and Macao Steamboat

Ho-nam, British steamer, 1,377; H. D. Jones, -Hongkong, Canton, & Macao Steamboat-Powen, British steamer, 1,873, A. N. Patrick,-

Hongkong, Canton, and Macao Steamboat Inkow, British steamer, 2,252, C. V. Lloyd,— Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain Tai-on, British steamer, 728, J. Lawrence,-Tai

On Steamship Co. Pak Kong, British steamer,-Kwong Wan S.S. Kong Nam, British steamer, T. Austin, R.N.R.,

-Chinese Owned.

Hongkong and Macao. Heungshan, British steamer, 1,955, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co.

Macao and Canton. Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,-Hongkong, Canton and Macao Sterumbon: Co. Klangtung, Chinese steamer, 583, R. J. Mac-

kenzie, - China Merchant Steam Navigation, Co. Canton and West River.

Lungklang, British steamer, 141, R. D. Thomas,

-Hougkong, Canton and Macao Steam-City of Whampon, Chinese steamer, 40,-Ah

Kwong Wang Steamship Co.

Sun Chow, Chinese steamer, -Ah "on. Hongkong and West River. Saikong, British steamer, 250, D. Bowie,-

Cheung Kong, Y. Kun, 58,-Kwong Wan S.S. Kwai Lum, British steamer,-Kai Hing & Co. Lil. American lorcha. Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,

—J. M. & Co. and B. & S. Lorchas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong

Canton,-Hung Kum Sing.

A Mail will close:-For Canton-Per Hankow, to-morrow, the 29th instant, at 7.30 A.M. For Singapore-Per Japan, to-morrow, the

29th instant, at 10 A.M. For Manila-Per Diamante, to-morrow, the 29th instant, at II A.M. For Singapore-Per Glengarry, to-morrow, the 29th instant, at II A.M.

For Macao-Per Heungshan, to-morrow, the 29th instant, at 1.15 P.M. For Shanghai, Moji and Kobe-Per Malacca, to-morrow, the 29th instant, at 3 P.M. For Kumichuck and Samshui-Per Tung-

kong, to-morrow; the 29th instant, at 3 P.M.

For Iloilo and Cebu-Per Chinkiang, tomorrow, the 29th instant, at 4 P.M. For Swatow, Amoy and Foochow-Per Thales, to-morrow, the 29th instant, at 5 P.M. For Yokohama and Kobe-Per Silesia, tomorrow; the 29th instant, at 5 P.M.

For Canton-Per Powan, on Sunday, the 30th instant, at 9 A.M. For Europe, &c., India, via Tuticorin-Per. Sydney, on Monday, the 1st July, at 11 A.M. For Shanghai-Per Loongmoon, on Monday,

the 1st July, at 5 P.M. For Hongay-Per Kwongsang, on Monday, the 1st July, at 5 P.M. For Yokohama and Kobe-Per Tsinan, on

Tuesday, the 2nd July, at 4 P.M. For Singapore, Penang and Calcutta-Per Catherine Apcar, on Wednesday, the 3rd July, nt 2 P.M. For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per America

Maru, on Thursday, the 4th July, at II A.M. For Brisbane, Sydney and Melbourne-Per Chusten, on Saturday, the 6th July, at 10 A.M. For Europe, &c., India, via Tuticorin-Per Talyuan, on Saturday, the 6th July, at II A.M. For Europe, &c., India, via Tuticorin-Per Kiautschau, on Thursday, the 11th July, at

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne-Per Taiwan, on Sunday, the 14th July, at 9 A.M.

For Shanghai, Nagasaki, Kobe, Yokohamaia Victoria, B.C. and Vancouver Por Empress of Japan, on Wednesday, the 17th July, at

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